PUBLISHED MONTHLY PRICE ANNAS 8.
THE INDIAN RAILWAY
TRAVELLERS' GUIDE.
THE BEST AND MOST COMPLETE GUIDE IN INDIA.
Time and Fare Tables of all Indian Railways, Steam Boats, and Dâks, Places of interest Inland and along the Coast, Postal and Telegraphic information, &c., &c.
COLOURED MAP OF INDIA.
"Bombay Gazette" Press, Fort, Bombay.

The Bombay Gazette.

No. 52,841—New Series. BOMBAY :—THURSDAY, APRIL 16, 1903. PRICE 4 ANNAS.

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OBE T. PORTER & CO.'S
BULL DOG BOTTLING
OF
BASS'S ALE
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GUINNESS' STOUT
CAN BE HAD AT
All Wine Merchants, Bars, Restaurants, and Hotels.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

DEPARTURES FOR EUROPE
WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

SATURDAY 2 P.M.

Vessels.	Tons.	Captains.	1903.
M.L. BRITANNIA	6525	F. H. Seymour	18th April.
* MASSILIA	5011	G. W. Cockman	25th „
M.L. PERSIA	7951	W. A. Wheler	2nd May
* PENINSULAR	5294	A. G. Cubitt	9th „
M.L. CALEDONIA	7558	E. H. Gordon	16th „
* INDIA	7911	F. W. Vibert	23rd „
M.L. PENINSULAR	5294	A. G. Cubitt	30th „
* EGYPT	7912	G. L. Langborne	6th June
M. L. INDIA	7911	F. W. Vibert	13th „
* ARABIA	7903	T. Leigh	20th „
M. L. EGYPT	7912	G. L. Langborne	27th „

The steamers marked M. L. proceed to Marseilles, Plymouth and London, passengers for Brindisi transhipping at Port Said.

The steamers marked * proceed to Aden only, and Passengers tranship there for Brindisi, Marseilles, Plymouth or London.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to sailing, and CABIN BAGGAGE before 9 A.M., on SATURDAY. The attention of Passengers is called to the importance of having their Baggage Labelled with Port of Destination.

Tenders leave the Ballard Pier on day of sailing. All Passengers must attend at that place between 11-30 A.M. and 12-30 P.M., for medical inspection by the Health Officer of the Port, and no one will be allowed on board the Mail Steamer unless so examined and conveyed thence in the Company's steam barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of passenger cannot go on board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA, AND AUSTRALIA.

The Company's STEAMERS LEAVE BOMBAY FORTNIGHTLY, usually on WEDNESDAYS, taking Passengers for the STRAITS, CHINA and JAPAN, and return Tickets are issued on favourable terms.

Cargo Steamers are despatched to China at frequent intervals calling at Ports en route.

F. RITCHIE,
Superintendent, P. & O. S. N. Company.

Bombay, 15th April, 1903.

HOMEWARD PASSAGES.

GRINDLAY GROOM & Co.,
BOMBAY.

PASSENGERS booked without charge, and on Favourable Terms. Berths carefully selected.
SLEEPING CAR and CONTINENTAL RAILWAY TICKETS procured.
RAILWAY OFFICIALS and MISSIONARIES booked at Reduced Rates.
PASSAGES booked to ENGLAND via JAPAN and AMERICA, by the Canadian Pacific, Occidental and Oriental, and Pacific Mail Routes.
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PASSENGERS met on arrival.
BAGGAGE shipped and cleared and Insurance effected covering all risks.
PACKAGES cleared or shipped.
CIRCULAR NOTES, BANK NOTES, DRAFTS, and SOVEREIGNS at current rates.

Calcutta Agents.—GRINDLAY & Co.
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AUSTRIAN LLOYD'S S. N. Co.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

BOMBAY TO TRIESTE VIA ADEN, SUEZ AND PORT SAID.
DIRECT LINE.

Steamer.	Captain.	Tons.	To sail on
IMPERATRIX	C. Bellen	4,194	1st May, 1903.
IMPERATOR	P. Ivellich	4,119	1st June 1903.

PASSAGE MONEY.

	1st Class.	2nd Class.	Deck.
TRIESTE OR VENICE	Rs. 600,	Rs. 325,	Rs. 150.

ORDINARY LINE.

Steamer.	Captain.	Tons.	To sail on or about
MAR. BACQUEHEM	T. Rassevich	4,409	18th April 1903
a b FRANZ FERDINAND	A. Martinolich	6,043	17th May 1903
b CHINA	F. Mosca	5,400	15th June 1903
b SILESIA	—	5,159	18th June 1903

a Will call at Karachi. b Will call at Fiume.

PASSAGE MONEY BY THIS ROUTE.

	Saloon.	Deck.
TO TRIESTE OR VENICE	Rs. 400	Rs. 150,

RETURN TICKETS TO TRIESTE AND VENICE AVAILABLE FOR ANY PERIOD WITHIN TWO YEARS.

1st Class Rs. 900, 2nd Class Rs. 488, Saloon Rs. 600.

THROUGH TICKETS TO LONDON.

1st and 2nd Class Single and Return Tickets are issued via Trieste, the St. Gothards, and other Routes.

INTERCHANGEABLE TICKETS WITH THE MESSAGERIES MARITIMES CO.

The Company are now in a position to issue RETURN TICKETS available for one way by the Austrian Lloyd's and the Return Voyage by the Messageries Maritimes Co., at reduced fares.

This arrangement will prove of special advantage to Passengers on three months' privilege leave.

Passengers to VENICE tranship at TRIESTE to another steamer of the Company, which takes about 6 hours to cross the Gulf.

STEAM TO JAPAN, VIA COLOMBO, SINGAPORE, HONGKONG, SHANGHAI AND YOKOHAMA.

Steamer.	Captain.	Tons.	To sail on or about
VINDOBONA	B. Cobol	4,351	30th April, 1903

For further particulars, regarding Passages apply to

E. SCARPA, Agent.
Sassoon House, 58, Church Gate Street.

Bombay, 9th April, 1903.

THOS. COOK AND SON,

BANKERS, PASSENGER AND FORWARDING AGENTS.

HOMEWARD PASSAGES
AT
REDUCED RATES.

FOR long PERIOD RETURN TICKETS by P. and O. and other Lines.

PASSAGES engaged by all Liners and Non Liners FREE OF CHARGE FOR COMMISSION. Special attention to the selection of berths and grouping of passengers.
SPECIAL REDUCTIONS to Families, Missionaries and Railway Officials to London; also to Government Officials via China and America to Europe.
THROUGH TICKETS issued from any Railway station in India to all parts of the World.
COOK'S INTERPRETERS meet and assist passengers at London, Marseilles, Genoa, and all Chief Towns of the world.
OUTWARD PASSAGES engaged and ticket supplied from any part of the World to India.
PASSENGERS' BAGGAGE received, forwarded or insured against theft and all risks.
PACKAGES of every description stored, and shipped as cargo to all parts of the world at lowest rates: ESTIMATES on application.
CURRENT ACCOUNTS opened and amounts placed on DEPOSIT for FIXED PERIODS.
STOCKS and SHARES bought and sold.
DRAFTS, CIRCULAR NOTES, & LETTERS OF CREDIT issued and REMITTANCES made.

BOMBAY, CALCUTTA, RANGOON, COLOMBO,

SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED,

Intend to despatch Steamers as follows :—

FOR KURRACHEE, MUSCAT, BUSHIRE AND BUSREH.

S. S. "KISTNA," 1,182 tons, on FRIDAY, the 17th April, at 2 p.m., or later, on arrival of the English Mail.

FOR KATHIAWAR COAST PORTS AND KURRACHEE.

S. S. "DUMRA," 1,695 tons, on TUESDAY, the 21st April, at 10 a.m., calling at Verawal, Mangrole, Porebunder, Cutch Mandvie and Kurrachee in the foregoing or any order (weather permitting.)

FOR KURRACHEE AND PERSIAN GULF.

S. S. "KERBELA," 1,993 tons, on TUESDAY, the 21st April, at 12 noon, calling at Kurrachee, Gwadur, Muscat, Jask, Bunder Abbas, Linga, Bahrein, and Bushire, in the foregoing or any order (weather permitting).

FOR KURRACHEE DIRECT.

S. S. "KOLA," 1,192 tons, on THURSDAY, 16th April at 10 a.m.

FOR ZANZIBAR, MOMBASA AND ADEN.

S. S. "NUDDEA," 3,005 tons, on or about MONDAY, 27th April.

FOR COAST PORTS AND CALCUTTA.

S. S. "BOOLDANA," 2,860 tons, on or about THURSDAY, 16th April.

MACKINNON, MACKENZIE & Co.,
Agents.

Bombay, 15th April, 1903.

KING, KING & Co.,

BANKERS AND EAST INDIA AGENTS,
BOMBAY.

PASSAGES engaged, and best available Berths secured, at Lowest Rates obtainable by P. & O., and all other Steamers, Free of Charge for Commission.

Latest List of Sailings, Fares, and full information furnished by return of post, on application.

Special attention paid to the grouping of Passengers travelling 2nd Class by P. & O.

Every Assistance rendered to Passengers on arrival in Bombay. Baggage taken over at the Railway Stations and Shipped.

Special Agents of the Firm meet all Steamers at Brindisi and Marseilles.

Packages of every description received for despatch as Cargo to Messrs. Henry S. King & Co, London; or Messrs. King, Baillie & Co., Liverpool. Freight and Marine Insurance at the Lowest Rates. Quotations furnished on Application.

KING, HAMILTON & CO.,
CALCUTTA.
HENRY S. KING & Co., LONDON.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

TO MARSEILLES.

Vessels.	Tons.	Captains.	To sail on THURSDAY.
TONKIN	6,363	Schmitz	7th May 1903.
CALEDONIEN	4,238	Marcantetti	4th June 1903.
OCEANIEN	4,259	Guigues	2nd July 1903.

INTERCHANGEABLE TICKETS WITH THE AUSTRIAN LLOYD'S S. N. Co.

The Company are now in a position to issue RETURN TICKETS available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at Reduced Fares. This arrangement will prove, in some cases of special advantage to Passengers on three months' privilege leave.

TO COLOMBO, SINGAPORE, JAVA, SAIGON, TONKIN, CHINA, AND JAPAN.

S. S. "OCEANIEN," 4,259 tons, Captain Guigues, to sail on or about the 29th April, 1903.
For further particulars apply to

P. de BURE, Agent.
New Oriental Bank Buildings, 57, Esplanade Road, Bombay.

THE NEW "REVLUC" PINCE-NEZ.

DURING the Hot Steamy Weather when your Glasses persist in falling off your nose, a pair of "REVLUC" FRAME fitted to your own lense, will be found a great boon.

They are self adjusting
There is nothing to break
They are always Horizontal
They are the acme of comfort
and very strong
No slipping off the Nose.

Prices of Frames only, inclusive of fitting :—

Nickel Rs. 3-8. Gold Rs. 35.

MARCKS & CO., LD.,
BOMBAY AND POONA

R. SCOTT & Co., M.R.C.V.S.

VETERINARY AND COMMISSION STABLES AND COACH BUILDERS,
GIRGAUM AND GOWALIA TANK ROAD.
Oldest Established Firm in Bombay.

CHARGERS, Polo Ponies, Hacks and Carriage Horses selected with the greatest care for Local and Up-country Constituents.

HORSES shod on the most approved principles with Shoes made on the premises of specially imported iron, under the immediate supervision of a first class ENGLISH FARRIER.

ARABS and C.-BREDS broken to Single (Rs. 15), and Double Harness (Rs. 30), and Saddle (Rs. 15), Walers broken to Single Harness or Saddle (Rs. 25), Double Harness (Rs. 50). Troublesome horses charged extra.

HORSES standing at Livery on Commission Sale, or for treatment, Rs. 35 per mensem including Syce. Stable rent charged on all horses, fed by owners, at Rs. 5 per mensem, Commission on horses bought and sold Rs. 17. Examination and Certificate Rs. 10, Verbal opinion as to Soundness, Rs. 5.

CRUSHED HORSE FOOD best in the market, Rs. 5 per cwt., delivered free in Bombay. Special Mixtures, Bran, Gram, Barley, New Zealand Oats, Australian Chaff, Pressed Hay, etc., supplied at lowest rates consistent with good quality.

ESTIMATES given, and Carriages of every description built of the very best materials, under personal supervision, by skilled workmen.

REPAIRS neatly executed with promptitude and despatch, Rubber tyres of finest quality only supplied. Carriages greased by contract, Satisfaction guaranteed, Correspondence invited.

WEDDING RECEPTIONS,

EVENING PARTIES,

PICNICS, DANCES, AT HOME, ETC., ETC.,

SUPPLIED WITH

ICES, CAKES,

AND ALL SORTS OF DELICACIES
AT SHORT NOTICE
BY

MONGINI BROTHERS

MANUFACTURING CONFECTIONERS AND CATERERS,
25—27, CHURCH GATE STREET, FORT, BOMBAY.

ALL ORDERS RECEIVE THE PROMPT PERSONAL ATTENTION OF THE PROPRIETORS.

BECK & CO'S KAISER BREWERY

"KEY" MARK **PILSENER BEER.**
LIGHT, PURE, WHOLESOME.

HADENFELDT & CO., CALCUTTA,
SOLE AGENTS AND IMPORTERS IN INDIA.

WHOLESALE AGENTS:
H. J. RUSTOMJEE & CO.,
KARACHI AND BOMBAY.
To be had of all Wine and Spirit Dealers.

NEW SEASON'S CHEESE.

NOW ARRIVING BY EVERY THROUGH MAIL.

			Rs.	a.
GORGONZOLA, Real, whole Cheese (16 to 20 lbs.)		Per lb.	1	6
Do. do. do.	in cut	do.	1	8
STILTON, English Prize Dairy, original	weights from 12 lbs. each	do.	1	6
Do. do. do.	in cut	do.	1	8
AMERICAN do. do.	do. do.	do.	0	12
CAMEMBERT, in Glass Jars		each	1	4
CHEDDAR Pale Loaf (about 12 lbs. each, cut		Per lb.	0	14
CHESHIRE Real English	do. do. do.	do.	1	0
EDAMS Dutch, whole Cheese	do. do. do.	do.	0	12
DOUBLE GLOSTER	do. do. do.	do.	0	14
GRUYERE, finest quality	do. do. do.	do.	1	0

CUMBERLAND HAMS,

WILTSHIRE BACON,

ALWAYS ON CUT.

OILMANSTORES, (BARNES & Cos).
FRESH EVERY FORTNIGHT
FROM ENGLAND.

W. B. GREEN & Co.,

APOLLO BUNDER RESTAURANT,
BOMBAY.

ICES, ENGLISH AND ITALIAN CAKES AND FANCY SWEETS.

WE HAVE THE MOST VARIED ASSORTMENT ON PLAIN AND FANCY CAKES FOR FESTIVE OCCASIONS IN BOMBAY.

Our Confectioners are artists and turn out the most artful DINNER-TABLE DECORATIONS in the form of palatable SWEETS ever sold in India.

BREAKFASTS, TIFFINS, AND DINNERS AVAILABLE DAILY.
WINES AND SPIRITS OF ALL DESCRIPTIONS.

SELECT BILLIARD TABLE.

PEARSE & CO.,

BY APPOINTMENT TO H. E. THE GOVERNOR,
SIRDAR'S PALACE, FORT, BOMBAY.

EVERY WEAK MAN

SUFFERING from NERVOUS and PHYSICAL DEBILITY should send for a valuable Pamphlet explaining how all Nervous and Organic Derangements may be successfully treated without stomach medication. The method is easy and pleasant, and will effect a perfect and permanent cure. Sent in a plain sealed envelope, free of charge. A. E. NORTON, 59 & 60, CHANCERY LANE, LONDON, ENG Over 30 years' continuous success.

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ALL WITH LEVER ESCAPEMENT AND ADJUSTED COMPENSATION BALANCE WHEEL, WINDING ONCE A WEEK.

In Ormolu Gilt Cases and outer Leather Travelling Cases.

TIMEPIECES,
From Rs. 35 to Rs. 85.

ALARUMS,
On Gong or Bell, Rs. 45 to Rs. 75.

CLOCKS,
Striking Hours and Half Hours, Rs. 95 to Rs. 140.

REPEATERS,
Striking Hours when Interrogated, Rs. 130 to Rs. 275.

QUARTER REPEATERS,
Striking Hours and all Quarters when interrogated, from Rs. 190 to Rs. 350.

CALENDAR WITH REPEATER.
And some additionally supplied with Alarum, from Rs. 250 to Rs. 385.

REPEATER WITH ALARUM.
In various sizes, from Rs. 180 to Rs. 390.

MIGNON REPEATERS.
With Enamelled or Gilt Dials, smallest size, Rs. 120 to Rs. 280.

MARCKS & Co., LTD.,

WATCH AND CLOCKMAKERS,
BOMBAY AND POONA.

McDOWELL & CO., LD.,

MADRAS.

REAL HAVANA CIGARS

We have arranged for the regular importation of the undermentioned BRANDS made of the

FINEST

HAVANA TOBACCO

Procurable, and are now in a position to offer them at the following Prices :—

"MULETA" Principes
4 3/8 inches. Rs. 19-12 per 100 in 50's.
Rs. 20-8 per 100 in 25's.

"COMPOSIA" Especiales
4 3/8 inches. Rs. 17-1 per 100 in 50's.

"COMPOSIA" Imperatrix
4 3/8 inches. Rs. 22-1 per 100 in 25's.

"MULETA" Graciosos
3¾ inches. Rs 13-4 per 100 in 50's.
Rs. 14-2 per 100 in 25's.

ILLUSTRATED LEAFLET FREE ON APPLICATION.

McDOWELL & CO., LD.,

MADRAS AND LONDON.

THE "BOMBAY GAZETTE"

RAILWAY GUIDE.

IMPORTANT ANNOUNCEMENT.

AS an unusually heavy demand for COPIES of the BOMBAY GAZETTE RAILWAY GUIDE published at the beginning of each month, is expected next month, orders should be registered at the BOMBAY GAZETTE office, 18, Esplanade Road, at an early date. This RAILWAY GUIDE is the most useful published and in view of the extensive alterations in the TIME TABLES of nearly all the Railways in India should prove an indispensable reference in all large offices.

Price: Eight Annas per Copy. Annual Subscribers, Rs. 5.

PUBLIC NOTIFICATIONS.

S. S. "CITY OF VIENNA."

CONSIGNEES are requested TO TAKE DELIVERY of their CARGO from the DOCK. Chafed or Broken Packages must be surveyed before removal from the Landing Shed. The Undersigned decline to survey Goods removed to the Unclaimed Warehouse.

Lifts exceeding 30 cwts. will be delivered into Consignees' Boats, and, if not alongside in time, will be landed or placed in boats, at Steamer's option, at their risk and expense.

Captain MACFADYEN will attend every morning to survey Damages, &c., and all Claims must be certified to by him and sent in within a month of Steamer's arrival, or they will not be paid.

KILLICK, NIXON & Co.,
Agents.

Messrs. EDWARD, BATES and SONS' AGENCY,
Apollo Street, Bombay, 15th April, 1903.

S. S. "BOMBAY MARU"
FROM
TOKIO, YOKOHAMA, KOBE, HONGKONG, SINGAPORE, AND COLOMBO,

CONSIGNEES of CARGO per the above Steamer are hereby informed of her ARRIVAL on MONDAY, the 13th instant, and requested TO TAKE immediate DELIVERY of their GOODS at VICTORIA DOCK, No. 10. The Steamer having arrived under GENERAL AVERAGE, CONSIGNEES are requested to PRESENT THEIR BILLS OF LADING and INVOICES to Messrs. LIDBITTER & Co., Average Adjusters, Apollo Street, and sign the Average Bond, and pay to them a deposit of two per cent. on the value of their good before applying to the Undersigned for Delivery Order. The Company's Surveyor, Mr. F. E. HARDCASTLE, will attend daily in the Shed. All claims for damages, &c., must be sent to the office within ten days after the Steamer's arrival, otherwise they will not be entertained. No survey will be held on packages warehoused or removed from the Landing Shed.

T. KUSUMOTO,
Manager, Nippon Yusun Kaisha.
Navsari Buildings, Fort, Bombay, 13th April, 1903.

THE MANOCKJEE PETIT MANUFACTURING COMPANY, LIMITED.

AT the Ordinary General Meeting of Shareholders of the Manockjee Petit Manufacturing Company, Ld., held at the Registered Office of the Company, at No. 6, Hornby Row, Fort, on TUESDAY, the 14th instant, the following Resolution (by way of amendment) viz :—

"That Messrs. Bapoojee Pestonjee Wadia and Nusserwanjee Sorabjee Jamsetjee be appointed the Auditors of the Company for the current year on a remuneration of Rs. 600 for each per year, the accounts to be audited every half year"

having been duly carried by a majority of votes given by hand, a Poll was there and then demanded by some Shareholders in accordance with Clause 63 of the Articles of the Company.

Now, therefore, Notice is hereby given that the said Poll will be taken at the Office of the Company, No. 6, Hornby Row, Fort, at 3 o'clock P. M. on Saturday, the 18th day of April instant.

BOMANJEE DINSHAW PETIT,
Chairman of the Meeting.
Bombay, 15th April, 1903.

THE SOUTHERN INDIA SPINNING AND WEAVING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Shareholders in the abovenamed Company will be held at the Registered Office of the Company, No. 3, Tamarind Lane, Fort, on MONDAY, the 27th April, 1903, at 3-30 P.M., for the purpose of confirming the following Resolutions passed and adopted by the Shareholders of the Company at their Extraordinary General Meeting held on the 7th April, 1903 :—

1. That the Southern India Spinning and Weaving Company, Limited, be WOUND UP voluntarily under the provisions of the Indian Companies Act, 1882.

2. That Mr. SORABJEE CURSETJEE SETT be and is hereby appointed Liquidator of the Southern India Spinning and Weaving Company, Limited, and that his remuneration be Rupees One Thousand only.

By Order of the Board of Directors,
HEERJEE JAMSETJEE BOYCE,
Accountant.
Bombay, 15th April, 1903.

THE NEW EAST INDIA PRESS CO., LIMITED.
ધી નીઉ ઇસ્ટ ઇંડીઆ પ્રેસ કંપની, લીમીટેડ.

NOTICE is hereby given that the 28th ANNUAL ORDINARY GENERAL MEETING of the Shareholders of the above Company will be held at its Registered Office, No. 3, Tamarind Lane, Fort, on THURSDAY, the 30th day of April, 1903, at 3 P. M. to transact the following business, viz :—

1st. To receive and adopt the Audited Accounts and Balance Sheet for the year ending 30th September, 1902.
2nd. To declare a dividend.
3rd. To appoint Directors in the room of those who retire by rotation, but are eligible for re-election.
4th. To appoint Auditors for the year 1902-1903 and to fix their remuneration.
5th. To transact such other business as may be brought forward by the chairman.

By Order of the Board of Directors.
મુળજી જેઠાની કુંo.,
i.e., MOOLJEE JAITHA & Co.,
Secretaries and Treasurers.
Bombay, the 15th April, 1903.

N. B.—The TRANSFER BOOKS of the above Company will be CLOSED from 16th to 30th April, 1903, both days inclusive.

RE MOHAMED HAJI HABIB & CO.

NOTICE is hereby given that all persons CLAIMING against or being indebted to the above Firm are required to send in their Claims or to pay the amounts owing by them, as the case may be, to Mr. CASSUM HABIB, at Cutlery Bazaar, one of the Trustees who are appointed under a Deed of Composition, dated 28th July, 1902, within one month from this date after the expiration of which time the assets of the said Firm will be dealt with by the said Trustees having regard only to claims of which notice has been received, and proceedings will be taken for recovery of amounts due to the said firm.—Dated this fifth day of March, 1903.

SULEMAN SOMJI,
કાશમ હબીબ, દાo પોતે,
i.e., CASSUM HABIB,
અબુ શાલે મામદ,
i.e., ABOO SALEH MAHOMED,
હાશમ મામદ,
i.e., HASAM MAHOMED,
ગુલામ હુશેન ઇશમાઇલ,
i.e., GOOLAM HOOSEIN ISMAIL.

NOTICE.

MISS JOHNSON (late of Mrs. POMEROY'S, 29, Old Bond Street) and Miss DUPUIS has OPENED BUSINESS for Face Massage, Electrolysis, at 41, Watson's Annexe, Bombay. Hours 7-30 A.M. to 12-30 P.M. and 3-20 to 5-30 P.M. THURSDAYS till 12-30 P.M. Terms—Single Treatment, Rs. 7. Course of six, Rs. 30. Preparations sent to all parts of India. Advice and Consultation Free. Book sent on application.

NOTICE OF REMOVAL.

THE EDITORIAL AND COMMERCIAL OFFICES
OF THE
BOMBAY GAZETTE
Have been removed and located together in the same Block as
REUTER'S TELEGRAM OFFICES
(NEXT MESSRS. RALLI BROTHERS).
ADVERTISEMENTS AND ORDERS FOR PRINTING
WILL BOTH BE RECEIVED AT
THE GENERAL OFFICES,
REUTER'S BUILDING,
ESPLANADE ROAD, FORT.

NOTES.
INDIAN LAND REVENUE,
FOR PRINCIPLE AND SOUND POLICY
BY
TODARMAR
Price Re. 1, Postage half-anna
To be had at the "Bombay Gazette," Bombay

SOFT, FAIR, DELICATE SKIN ensured to those who use ROWLAND'S KALYDOR, the most cooling, soothing healing, and curative preparation ever made. It cures and heals cutaneous eruptions, prickly heat, burns, stings of insects; removes freckles, tan, sunburn, redness and roughness, and imparts a matchless beauty to the complexion. Avoid imitations, and ask stores and chemists for ROWLAND'S KALYDOR.

SPECIAL SHORT ADVTS.

Only Advertisements for Clerk, Servants, &c., Houses to Let, and Goods for Sale or Wanted, are accepted in this column.

RATES.—(Cash only.) Three lines, per insertion, One Rupee, Every additional line, Eight Annas. REPLIES will be sent "BEARING" unless amount to cover Postage is previously paid.

PIANOS TUNED at Popular Prices by competent European Tuners. Pianos renovated to a condition as good as new. First class workmanship guaranteed. Pianos inspected and estimate of cost of Repairs submitted free of charge.—MARCKS & Co., Ld., Bombay and POONA.

MARZA WINE.—The New Brain and Nerve food to restore the vital forces. Contains Iron, Phosphorus, Coca, Pepsine. Rs. 3-4 Per bottle.—Sole Agents, THOMSON and TAYLOR, 35, Esplanade Road, Bombay.

OLIVER TYPEWRITER.—The World's Standard visible WRITING MACHINE. Neatest, Lightest, most portable Machine. Most powerful manifolder. Writes 84 Characters with only 28 Keys. Price Rs. 350 nett. Sole Agents: W. H. THORNS & Co., 13-15, Hornby Row, Fort, Bombay.

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ILLUSTRATIVE TABLE
SHOWING THE ANNUAL PREMIUM PAYABLE FOR VARIOUS KINDS OF POLICIES WITH PROFITS.

Age next Birthday.	Whole Life Assurances of Rs. 1,000.								Endowment Assurances of Rs. 1,000.						Age next Birthday
	Whole Life Premiums.		Premiums Limited to						Payable at death, or in						
			10 years.		15 years.		20 years.		15 years.		20 years.		25 years.		
	Rs.	a.	Rs.	a.	Rs.	a.	Rs.	a.	Rs.	a.	Rs.	a.	Rs.	a.	
20	21	10	48	8	36	6	30	7	64	5	47	6	37	11	20
21	22	1	49	4	36	14	30	15	64	6	47	8	37	13	21
22	22	9	50	0	37	7	31	7	64	8	47	10	37	15	22
23	23	1	50	12	38	0	31	15	64	9	47	12	38	1	23
24	23	9	51	8	38	10	32	7	64	11	47	14	38	4	24
25	24	2	52	5	39	4	33	0	64	13	48	0	38	7	25
26	24	11	53	2	39	15	33	9	64	15	48	3	38	10	26
27	25	5	54	0	40	10	34	2	65	1	48	6	38	14	27
28	25	15	54	14	41	5	34	12	65	4	48	9	39	2	28
29	26	9	55	13	42	1	35	6	65	7	48	12	39	6	29
30	27	4	56	13	42	13	36	0	65	10	49	0	39	11	30
31	27	15	57	13	43	10	36	11	65	13	49	4	40	0	31
32	28	11	58	14	44	7	37	6	66	0	49	8	40	6	32
33	29	8	59	15	45	4	38	2	66	4	49	13	40	12	33
34	30	6	61	1	46	2	38	15	66	8	50	2	41	3	34
35	31	5	62	4	47	1	39	12	66	13	50	8	41	10	35
36	32	5	63	8	48	0	40	10	67	2	50	14	42	2	36
37	33	5	64	12	49	0	41	9	67	8	51	5	42	11	37
38	34	6	66	1	50	1	42	8	67	14	51	13	43	5	38
39	35	8	67	6	51	3	43	8	68	4	52	5	43	15	39
40	36	11	68	12	52	5	44	9	68	11	52	14	44	10	40
41	38	0	70	3	53	8	45	11	69	3	53	8	45	6	41
42	39	6	71	11	54	12	46	14	69	12	54	3	46	4	42
43	40	13	73	4	56	1	48	2	70	6	55	0	47	3	43
44	42	5	74	13	57	6	49	7	71	0	55	14	48	4	44
45	43	14	76	7	58	12	50	13	71	11	56	13	49	6	45

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BOMBAY AGENCY.
CURRENT DEPOSIT ACCOUNTS.

Interest allowed at 1 per cent. per annum on Daily Balance if not under Rs. 1,000, and not exceeding Rs. 1,00,000; but no interest is allowed when the sum accrued does not amount to Rs. 5 half-yearly.

FIXED DEPOSITS.

Are received for 12 months at 4 per cent per annum and for shorter periods on terms which may be ascertained on application.

Credits granted on approved Securities, and every Description of Banking and Exchange Business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

W. ADAMS ORAM,
Acting Agent.
7, Church Gate Street, Bombay.

BANK OF CALCUTTA, LIMITED.

CAPITAL.
Subscribed.................................Rs. 15,00,000
Reserve Fund .... " 15,00,000
Uncalled Capital .... " 5,00,000

DIRECTORS.
MR. D. YULE, Messrs. Andrew Yule & Co.
" R. J. D. THOMAS, Messrs. J. Thomas & Co.
" N. A. McLEOD, Messrs. McLeod & Co.
" D. KING.

CREDITS granted on approved Security and every description of banking business transacted.

CURRENT ACCOUNTS opened and 2 per cent. per annum allowed on the daily balance.

FIXED DEPOSITS received at the following rates of interest :—

	Per cent. Per Annum
For 3 Months............................4	
" 6 Months............................4½	"
" 12 Months............................5	"
" 2 Years...............................5½	"

The Bank offers special facilities and advice to Constituents as to the purchase and sale of all Indian Securities, particularly the Shares and Debenture Stocks of Jute, Cotton, Tea, and Miscellaneous Industrial Concerns.

The Bank is prepared to guarantee the principle and interest of Debentures on its approved list on terms which may be ascertained on application. Absentee shareholders' and investors' interests carefully watched.

Orders executed on the London Stock Exchange through London Branch.

For further information apply to—

D. KING,
Agent.
Calcutta, 3rd February, 1903.
LONDON BRANCH:
GREAT WINCHESTER STREET E. C.

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SALES BY AUCTION.

MEHRJEE, JOHNSTON & COMPANY,
No. 4, FORBES & MEDOWS STREETS, FORT.

SALE OF VALUABLE LANDED PROPERTIES AT 3rd DONTAD CROSS LANE OR KHADACK STREET, AND DHARAVI.

Messrs. MEHRJEE, JOHNSTON & Co. will sell by Public Auction the following landed properties on the following days and hours on each day on the premises respectively under instructions from N. C. Macleod, Esq. Receiver, appointed by the High Court of Judicature at Bombay in suit No. 396 of 1896, re Estate of Peerbhoy Damjee, the following properties mortgaged with the late Peerbhoy Damjee, under the powers of sale contained in the deeds of mortgage:—

On MONDAY, the 27th April, 1903, at 4-30 p. m., on the premises.

All that the piece or parcel of leasehold land situate on the south side of and fronting on the Dharavi Road in the Island of Bombay, in the Registration Subdistrict then of Mancri, but now of Bombay, containing about 340 feet in length from east to west at one end, and about 220 feet at the other end, and about 270 feet in breadth from north to south at one end, and about 195 feet at the other end, such measurements as aforesaid being approximate; and bounded on or towards the east by the property of Chanda Mooljee, on or towards the west partly by the property formerly of Madhavrao Bhaskerji, and now of Peerbhoy Damji, which was 14 feet in breadth and partly by the property of Jacio Simao Bhoer, on or towards the north by the property of the said Madhavrao Bhaskerji and partly by the property belonging to Sao Minguel Church, and which said land was registered in the books of the Collector of Land Revenue under Nos. 149 and 17, with the buildings and factories standing thereon.

ON TUESDAY, the 28th Aprill, 1903, at 4-30 p. m., on the premises.

Firstly.—All those several pieces or parcels of Government land or ground, now forming one plot of ground with the messuage, tenements, chawls, erections and buildings standing thereon, situate lying and being at Dharavi, in the Registration Subdistrict of Bombay, fronting on the north side of the Dharavi Public Road, containing by approximate admeasurement in all 7,211 square yards or thereabouts, and which said several pieces or parcels of land or ground are registered in the books of the Collector of Land Revenue under old Nos. 13 and 37, 1, 4, 11, and 26 and 41, and under new Nos. 15778 and 15825, 15733, 18829, 15789, 15773, and 15823, and 16. 31, and which said messuages and buildings were assessed by the Collector of Municipal rates and taxes under Nos. 112A and 134 and which said hereditaments, and premises are bounded as follows; that is to say, on or towards the east partly by the property of Megel Munoo and partly by the Government ground, on or towards the west by the Tannery of Syed Ahmed Maira and Company, on or towards the north by the seashore, and on or towards the south by the Dharavi Road and the property of Jaltha Nagia, and the same formerly were in the occupation of Valum Mohidin Fukroodin and others, and are now in the occupation of the Vendor.

Secondly.—All that piece or parcel of Government land or ground with the messuages, tenements, chawl, erection, and buildings standing thereon, situate, lying and being in Dharavi, in the Registration Sub-district of Bombay, fronting on the east side of Dharavi Road, containing by approximate admeasurement 160 spuare yards or thereabouts, and which said piece or parcel of land or ground is registered in the books of the Collector of Land Revenue under No. and which said messuages and buildings are assessed by the Collector of Municipal rates and taxes under No. and which said hereditaments and premises are bounded as follows; that is to say, on or towards the east by the village site, on or towards the west and north by the property of Jankeya Aitwa, and on or towards the south by Dharavi Road, and the same formerly were in the occupation of the said Valum Mopidin Fukroodin and others and now are in the occupation of the said Faidr Mahomed Mustan.

For further particulars and conditions of sale and the title deeds, apply to Messrs Thakurdas and Co., solicitors to the Receiver, at their office, No. 65, 67, Esplanade Road, Fort.

SALE OF VALUABLE LANDED PROPERTY AT AGRIPADA OR RIPON ROAD.

High Court.
Ordinary Original Civil Jurisdiction.
Suit No. 208 of 1900.
VITHAL JANARDHAN and others
vs.
SHANKER HEERJEE and another.
And
Suit No. 641 of 1900.
N. C. MACLEOD.
vs.
TOOLSIBAI, Widow.

Under instructions from Messrs. D. L. Vaidya and Rustomjee Pherozshah Barucha, the Receivers appointed herein by the High Court of Bombay by a Decree dated the 11th October 1901, Messrs. MEHRJEE JOHNSTON & Co. will sell by Public Auction on WEDNESDAY, the 6th May 1903, at 4 P. M., on the premises the following valuable landed property:—

All that piece or parcel of land or ground, containing by admeasurement 13 802 square yards or thereabouts, situate, lying and being at Agripada or Ripon Road, in the Registration Sub-district of Bombay, and numbered by the Collector of Land Revenue under old Nos. 265-267-70-71 and 193, and under new Nos. 15798, 13568 and 15715 and old Survey Nos.— and new Survey Nos. 2-73543, 1-23545, 3478 and 3547, 2-3489, 1-3482, 1 B-3486, 1 B-3516, and 2-3513, and bounded on or towards the east by Khatau Makonji's Mills, on or towards the west by the said Ripon Road, on or towards the north by the properties of Maneck Nagoji and others, and on or towards the south by the property of the Municipality of Bombay, and delineated on the plan or map thereof annexed to the conditions of sale.

The land is divided into plots numbered and shown on the siad plan, a major portion of which plots are leased to tenants on ninety-nine years fazendari leases renewable in perpetuity and securing annual rents. There are several plots which are not so let and there are six houses belonging to the estate and let to monthly tenants. The total rents and income derivable from the property are Rs. 4,850 or thereabouts per year. For further particulars and conditions of sale and the plan of the property apply to the said Auctioneers and Messrs. Jamsetjee and Rustomjee, Attorneys for the said Receivers, at their office in Nos. 8, Bell Lane, Fort, Bombay.

MEHRJEE, JOHNSTON & Co.
Bombay, 16th April, 1903.

INSURANCES.

ORIENTAL
GOVERNMENT SECURITY
LIFE ASSURANCE
COMPANY, LIMITED
Established 1874.
FUNDS EXCEED TWO CRORES
INVESTED IN GOVERNMENT SECURITIES.
ALL
INTENDING ASSURERS
should apply for the Rates and conditoins of the
ORIENTAL
which are the lowest with safety, being based upon the Company's actual experience since its formation.
LOANS ON THE COMPANY'S POLICIES
LIBERAL SURRENDER VALUES.
Immediate payment of Claims on proof of death and title.
ENDOWMENTS
AND
ANNUITIES
ON
SPECIALLY ATTRACTIVE TERMS.
Full Particulars and Forms may be obtained on application at the Company's Office,
ORIENTAL BUILDINGS, BOMBAY.
R. PATERSON BROWN,
Manager.

CRUSHED FOOD FOR HORSES.
BEST CRUSHED HORSE FOOD prepared by machinery; clean, wholesome, and fresh. First of its kind in Bombay. At Rs. 4-8 per cwt. Delivered free in Bombay.
Crushed Gram, Barley, Oats, and Bran can be had at very moderate prices in any quantity WHOLESALE AND RETAIL.
Up-country Orders carefully executed with prompt attention. Trial solicited.
S. M. ALLARAKHIA,
GRAIN MERCHANT, AGENT, AND CONTRACTOR
337, Belasis Road, Byculla, Bombay.

NUSSERVANJI & Co.
DEALERS IN CYCLES & SEWING MACHINES
1 Church Gate Street, Bombay.
Cycles for Cash or by instalment. Cycles, Accessories of all kinds, G. & J. Dunlop and other Tyres of best quality.

ONCE TRIED, ALWAYS SMOKED.
DIMITRINO & Co's
REAL EGYPTIAN CIGARETTES,
As supplied to the Gentry, Messes and Trade. Manufactured in Cairo, Egypt, which place is well-known for its dry climate in the annuls of Cigarettes.
Please send for a Box of their Medium Priced Brand. No. 8 Medium or Large at Rs. 3-4 and Rs. 3-12 per 100.
Their increasing demand is a proof of their Popularity.
Fresh Consignments per every alternate Mail Boat.
PRICE LIST OF OTHER BRANDS ON APPLICATION.
D. MERWAN & CO.,
CIGAR MERCHANTS & TOBACCONISTS,
12, MEDOWS STREET, BOMBAY.

COMMERCIAL INTELLIGENCE

LONDON, APRIL 15.

SECURITIES—		
2¾ per cent. Consols	£91 11/16	= — 1/16
3 per cent. Rentes	£98 3/4	= + 1/4
3½ per cent. Indian Sterling Loan	£107	= unchanged
3½ per cent. Indian Enfaced Rupee Paper	£65 7/8	= unchanged
SILVER—		
Spot in London	22 15/16	= + 1/6
2 months hence	22 13 16	= + 3/16
Spot in New York	49 3/4	= + 3/8
EXCHANGES—		
Paris cheques	25 16	= — 1/2
Berlin „	20.51 1/4	= — 1/4
New York Demand	4.86 5/8	= — 1/8
DISCOUNTS—		
Bank of England	4 pr ct	= unchanged
3 months sight Bank Bills	3 1/2 pr ct	= — 1/8
6 „ „ „ „	3 1/2 pr ct	= — 1/8
3 months sight Fine Trade Bills	3 7/8 pr ct	= unchanged
6 months sight Fine Trade Bills	3 7/8 pr ct	= unchanged
INTEREST—		
Day to-day loans	3 pr ct	= — 3/4
7 day market loans	3 3/8 pr ct	= unchanged

Rubber—Para Rubber 3s 10 1-2d.
Wheat—Wheat afloat for U K 1,920,000.
Rapeseed.—Brown 32 1-2 April-May. Busines done. Tone quiet.
Arrivals—Steamers ton Hall, Kurrachee, Vienna, Alexandria, Imaum. Winning

In Liverpool.—

Cotton Market closed quiet. Surats quiet. Manchester firm. Total sales 7,000. Spot 5.46+6. Sold on speculation and for Export 500. Imports 63,000. Arrivals closed steady.

Apl.-May.	May-June.	June-July.	July-Aug.
5.27	5.28	5.29	5.28
+3	+3	+4	+3
Aug.-Sept.	**Sept.-Oct.**	**Oct. Nov.**	**Nov.-Dec.**
5.18	4.81	4.62	4.54
+3	+2	+3	+2

In New York—

3 days Receipts at the Port	13,000 bales.
Do Do. last year	12,000 „
Do Exports to Great Britain	9,000 „
Do Do. Continent	1,000 „
Mid-Uplands	10.59 — 15
Futures, month of July	9.99 — 19
Do. do. December	8.39 — 4

In New Orleans—

Spot	10 3-16
Futures month of July	10.76 — 12
Do. October	8.40 — 3
Tone at close	quieter.
Total visible supply	2,250,000 bales.
„ of which is East Indian.	257,000 „
„ stock in London	7,000 „
„ Quantity in sight	9,700,000 „

BOMBAY, WEDNESDAY, APRIL 15.

EXCHANGE—Tone firm.

Bank T. T.				1s. 3 31-32d. to 1s. 4d.
Bank Demand				1s. 4 3-16d.
Credit Bills	3 Months	Sight	D. A.	1s. 4 5-16d.
Do	6 do	do		1s. 4d.
French Francs	3 do	do		170
Marks	3 do	do		138 1-4
Hongkong	30 Days'	Sight		120
Shanghai	30 do	do		162
Japan	30 do	do		150

GOVERNMENT PAPER—3 1-2 per cent—Tone quiet.

Cash	Rs. 98 13
1st Settlement	Rs. 98 13

Money Market —Tone quiet but steady.

BANK RATE—

Bank of England since 2nd October	4	per cent.
Bank of Bombay do. 12th March	7	do.
Bank of Bengal do. 2nd April	6	do.
Bank of Madras do. 10th Feb.	8	do.

SEEDS.

	Rs. a. p.
Linseed.—Tone quiet	
Ready	7 4
Forward April-May	7 4
Rapeseed.—Tone quiet.	
Brown Cawnpore Ready	5 7
Do Forward April-May	5 7
Yellow Cawnpore, Ready	5 12
Do Forward April-May	5 12
Yellow Guzerat Ready	6 0
Do Gujarat Forward, April-May	6 2
Poppyseed.—Tone quiet.	
Ready	7 0 to 6 18
Forward April-May	7 0
Castorseed—Tone steady.	
Ready	20 1-2 to 22 9
Forward April-May	22 0

IMPORTS OF TREASURE.

Gold Bullion..	Rs. 5,33,506	ex s s Nankin	from Australia.
Gold Coin	Rs. 98,906	ex s s Massilia	from Marseilles
Gold Coin	Rs. 15,000	ex s s do	from London.
Silver Bullion	Rs. 15,23,300	ex s s do	do

Arrivals of Cotton, Wheat and Seeds into Bombay during the 24 hours ending at 6 p.m., on Tuesday, 14th April, 1903:—

Cotton	16,394 bales.
Wheat	20,345 cwts.
Linseed	26,555 „
Rape, Rai and Mustardseeds	19,85[illegible] „
Gingellyseed	5,552 „
Poppyseed	3,049 „
Groundnuts	2,031 „
Castorseed	7,324 „
Rice	18,874 „
Myrabollams	12,211 „
Cottonseed	10,990 „

LIVERPOOL OPENING TELEGRAM.

Tone	quiet not steady.
Estimated sales	7,000
Total imports	11,000

Apl.-May	May-June.	June-July		
5.27	5.28	5.28		
—	—	—1		
July-Aug.	**Aug.-Sept.**	**Sep.-Oct**	**Oct-Nov.**	**Nov-Dec.**
5.28	5.17	4.80	4.62	4.54
—	—1	—1	—	—

COTTON.—The market remains steady with a moderate enquiry at Colaba chiefly from ten local Mills. Official quotations are partially one rupee lower.

Official quotations of the Bombay Cotton Trade Association Limited:—

Growths		Fine	F.-G.	Good	Delivery
Bengals H. G. (Ry. terms)		173	164	157	25 April
Bengals M. G. (Ry. terms)		185	176	...	do.
Sind-Punjab (M. G.)		183	175	...	do.
Belati M. G		188	180	...	do.
Khandesh M. G.		...	177	169	do.
Damangaum Poolgaum	M. G.	196	188	...	do.
Nagpur Kamptee	M. G.	196	188	...	do.
Akola	M. G.	193	184	...	do.
Khamgaum	do				
Karanja	do				
Broach	do	235	229	...	do.
Bhownugger	do	209	200	...	25 May.
Do	H. G.	205	196	186	do.
S.-G. Dharwar	...	...	...	222	do
Westerns	...	...	...	207	do

DOMESTIC OCCURRENCES.

THE Charge for Announcements of BIRTHS, MARRIAGES, DEATH and MEMORIAM Notices (which must be authenticated by the name and address of the sender) is Rs. 2, for six lines or less, and 8 as. for every additional line, CASH strictly in ADVANCE.

OTHER PRESIDENCIES.

BIRTHS.

HAMILTON—April 9, at Bareilly, the wife of Major W G Hamilton, Norfolk Regiment, of a daughter.
KEMPLE—April 10, at Rawalpindi, the wife of Lieut J H Kemple, 9th Lancers, of a daughter.
NEWMAN—April 6, at Naini Tal, the wife of Captain E A R Newman, I M S, of a son.

DEATHS.

MILNE—April 10, at Dhariwal, William Milne, General Manager of the New Egerton Woollen Mills Co, Ld, aged 43 years.
PERCY—April 12, at the General Hospital, Madras, Herbert Austin Mark Alfred, eldest son of the late Mr Henry Fitzmaurice Percy (Post-Master of Madras), aged 36 years.

BOMBAY.

TO-DAY.

Sun rises, 5h. 43m. Sun sets, 6h. 17m. High water, 1-46m, 2-34a. Low water, 7-35m., 8-15a.
Municipal Corporation ordinary and special meetings. 3 and 4-30 p.m.
H. E. the Governor returns from Aden per R. I. M. Clive.
Concert in aid of the funds of the Adams Wylie Hospital, Town Hall. 9-30 p. m.
Bombay Natural History Society's meeting, 5-30 p.m.

POLO.—There will be a game to-day at 5 15 p. m.

ARRIVAL OF A NATIVE CHIEF.—H. H. Maharaja Sir Gungasingh Bahadur, K. C. I. E. of Bikanir, attended by eighteen followers, arrived in Bombay on Tuesday and has been staying in the Apollo Hotel.

BOMBAY NATURAL HISTORY SOCIETY.—A meeting of the members will be held this afternoon at the Society's rooms, at 6, Apollo Street, at 5-30, p.m., when the following paper will be read:—"The Argus Pheasant," by Mr. E. Comber.

POSTAL NOTICES.—Mails for Singapore, China and Japan per extra s. s. Ischia will be closed at the General Post Office at 6-30 a.m. to-morrow.—A mail for Europe consisting of letters and packets specially marked for transmission per Austrian Lloyds' s. s. Marques Bacquehem will be made up at the Bombay General Post Office for despatch to the Trieste Post Office at 3 p. m. on Saturday, the 18th instant. Letters, &c., for Aden and Egypt specially marked for transmission by this steamer will also be despatched.

ROBBING HER MASTER.—At the Mazagon Police Court, yesterday, Jooratnee, a Mahomedan woman, was charged by Inspector Aldridge, before Mr P. H. Dastur, Second Presidency Magistrate, with stealing ornaments valued at Rs. 339, belonging to her master, Safakhan Fotehkhan. The accused was employed by the complainant as a domestic servant. On Tuesday morning the complainant found the ornaments missing from a box, in his house. He made inquiries and discovered the accused had disappeared. This aroused his suspicion and he made a report to the Police, who arrested the accused and recovered the ornaments. The accused pleaded guilty to the charge and was sentenced to four months' rigorous imprisonment.

CUT HIS OWN THROAT.—Last evening at the Morgue, Mr. P. Byrne, Coroner for Bombay, conducted an inquest, relative to the death of Nusserwanjee Cowasjee Masani, a Parsi, aged forty-eight years, residing in Dhunjee Street, Grant Road. The evidence showed that the deceased who was formerly a teacher, had been out of mind for the last four months. He was in the habit of running out of the house and talking incoherently and often said he would destroy himself. Yesterday morning Nusserwanjee fastened the door of his room from inside and then cut his throat with a razor. On the door being forced open the deceased was found standing at mirror with a razor in his hand. He had his throat cut and his clothes were stained with blood. He died before any assistance could be rendered. A verdict of suicide while in an unsound state of mind was recorded.

ON THE FOOT-BOARD OF A RAILWAY TRAIN.—At the Esplanade Police Court yesterday, before Mr. Karsondas Chabildas, Third Presidency Magistrate Mr. Munshi, Chief Constable, G. I. P. Railway Police, charged David Deskayam, a native Christian aged 25 with travelling without a ticket and with being on the foot-board of a first-class carriage while the train was in motion. Evidence showed that this morning at 2 a. m. the accused was seen on the foot-board of a first class carriage of the up-Raichore Mail while the train was running between Khandala and reversing station, by the P. H. No. 8, of the G. I. P. Ry. Police, who was on special duty travelling with the train. He at once stopped the train and arrested the accused, who was found without a ticket. He was eventually brought down to the Victoria Terminus station. The Magistrate sentenced the accused to pay a fine of Rs. 30 and to pay Rs. 2-14 more for the train fare.

THEFT AT THE ARSENAL.—At the Esplanade Police Court yesterday Mr. J Sanders Slater, Chief Presidency Magistrate, disposed of the case in which Inspector Jones charged Madatkhan Akbarali, Fazal Elahi Fakirkhan and Alumkhan Imambux, bullock-cart drivers in the employ of the Supply and Transport Department, Bombay, with the theft of 61 pieces of white bleached Dungree valued at about Rs. 300 belonging to Mr. Adamje Peerbhoy. The facts of the case have been reported. The Magistrate remarked that the evidence showed beyond a doubt that all the three accused were in possession of the particular description of cloth manufactured by Mr. Adamji Peerbhoy for Government for use in making tents, and also that the cloth so found in their possession was dishonestly removed from the piles of cloth stored outside the Arsenal Gate, but inside the compound. The accused had all of them absolutely failed to satisfactorily account for their possession of the cloth and it was equally clear that they were trying to dispose of it. He convicted all the accused and sentenced each to four months' rigorous imprisonment.

A STABBING CASE.—Before Mr. P. H. Dastur, at the Mazagon Police Court, yesterday, Inspector Wheatly charged Abdul Rahiman Amirshah, a Mahomedan, with causing hurt to one Haji Raja Haji Mohidin by means of a knife. It appears that the complainant kept a biddi shop at Mandavi. He employed the accused in his shop and paid him in proportion to the number of biddies he folded every day. On Monday last the accused demanded to be paid for 453 biddies he had made. The complainant condemned one hundred biddees and paid him accordingly, telling him at the same time not to come to work again. The same evening the accused returned to the shop and asked the complainant to reconsider his decision. The complainant declined to do so, when the accused took out a small pen knife from his pocket and stabbed the complainant with it on his back. The complainant raised an alarm when the accused threw away the knife and decamped. He was subsequently arrested by the police and the knife recovered from the street, stained with fresh blood. The Magistrate convicted the accused and sentenced him to five months' rigorous imprisonment.

A FRAUDULENT BILL COLLECTOR.—Before Mr. Karsondas Chabildas, Third Presidency Magistrate at the Esplanade Police Court, Valabdas Meghji, a piece goods merchant, charged Fulshanker Sadashive, his bill-collector, with criminal breach of trust in respect of Rs 721, being the amount collected by the accused from six different shop-keepers. Mr. De'Souza, pleader, appeared for the complainant, and Mr. Manked, pleader, defended the accused. The complainant said that according to his orders the accused used to pay up in his firm all the out-standings collected during the course of a day in two instalments one at noon and the other in the evening. On the 16th of March the accused came to the shop at noon but did not return the money as usual. He waited for the accused till very late in the evening that day but he did not return. Thereupon he went to the Mahar Bowdi Police Station to lodge a complaint, and he saw the accused making a complaint to the police that he had been assaulted in the 1st Pinjrapole Lane and robed of his watch, ring and Rs. 721. He too made a complaint and was referred to a magistrate. The magistrate convicted the accused and sentenced him to four months' rigorous imprisonment.

THE INDIAN SHORTHAND-TYPISTS' ASSOCIATION.—Mr. Moses Benjamin, Managing Proprietor, the India Typewriting Co., having found after many years' experience that there is not sufficient proficiency among Shorthand Writers and Typists in the City, has organized the above named Association at 19, Churchgate St., Bombay, the first of its kind in this Presidency, with the object of affording facilities to Shorthand Writers and Typists to improve themselves in their respective art. We have, no doubt, many Phonographers and Typists in the City and the demand is increasing daily. But as yet there was no organization by which they could have a ready means of reading the up-to-date improvements and acquiring that proficiency which alone makes them really useful in the various offices for performing neatly and quickly the work of taking down notes and typing letters, reports, briefs, etc. In the Association rooms speed practice is given mutually by members and occasionally by giving lectures, reading essays and holding discussions on subjects bearing on the duties and interests of Shorthand Writers and Typists. A Library of books on these subjects has also been established and is used by the members, free. Special training is also provided for a select number to qualify themselves as Reporters to Newspapers. With a view of obtaining situations for really competent men a Register of Vacancies is maintained. The names of candidates who are duly qualified are also entered in it with a view to afford heads of firms an easy means of getting competent hands. We believe that the Association will really fulfil what was till now a great desideratum in the City, and Mr. Benjamin is to be congratulated for having organized at great expense and trouble such a useful Society for mutual improvement and an agency for supplying really trained men to the Commercial and Official world.

ROYAL ALFRED SAILORS' HOME.

ANNUAL MEETING.

THE annual general meeting of the Royal Alfred Sailors' Home Society was held last evening in the Library of the Home, Captain W. S. Goodridge, C.I.E., Director of the Royal Indian Marine, occupying the chair.

ANNUAL REPORT.

Captain F. E. Hardcastle, the Honorary Secretary, read the sixty-fifth annual report, which stated:—

The daily total number of officers and seamen of all ratings boarded in the Home during the year was 50,173, the daily average being 173.46 against a daily average of 81.51 in the previous year. The greatest number in the Home at any time during the year was 283, and the least 10. During the year 57 destitute seamen were admitted into the Home and were maintained by the Board of Trade at the instance of the Shipping Master. There were 14 admissions into the St. George's Hospital of seamen of the merchant service. Seamen of the Royal Navy requiring medical attendance were treated by their own Medical Officers. There were no cases of a contagious or infectious disease among the inmates of the Home at any time during the year. There was, however, one case of plague among the native servants. The man was admitted to the Mody Khana Plague Hospital on the 12th and died on the 16th November last. Several officers and men of the merchant service were maintained in the Home after their funds had been exhausted and until they were able to obtain employment. The messing arrangements were carried out as in the previous year and gave satisfaction.—The inmates of the Home were treated to an excellent dinner on the 10th August last, in honor of the Coronation of H. M. King Edward the VII and Emperor of India as well as the usual treat on 'Xmas day provided from the Funds of the Home. The Library has been well supplied with English newspapers and periodicals, the cost as heretofore being defrayed from the interest accruing from the Henry Memorial Fund. The local daily newspapers have been regularly supplied to the Home, and the directors desire to thank the proprietors of the "Bombay Gazette" and "Advocate of India" for continuing to supply a daily copy gratis, and the proprietors of the "Times of India" who have supplied a copy of their paper at half-price. Mr. Claridge is entitled to the thanks of the directors for continuing free of cost a copy of each issue of the "English Mail" as soon as it is published. The directors desire to thank those gentlemen and ladies who have kindly sent newspaper periodicals and books during the year. The directors also tender their thanks to the Lords Commissioners of the Admiralty for their grant of newspapers and periodicals of the value of £12 per annum.

The Home was inspected by the Flag Captain of H. M. S. Highflyer, who was pleased to enter a minute in the visitors' book in appreciation of the arrangements made for the comfort of the men of H. M.'s ships as to board and lodging and the excellent sanitary condition of the Institution, as well as by Commanding Officers of H. M.'s ships, whose crews have been accommodated in the Home, and by other gentlemen visitors. The following changes have taken place on the Board during the year:—The Hon'ble J. Pollen B.A., L.L.D, Barrister-at-Law I.C.S., Commissioner of customs, salt, opium and abkari; Commander H. S. Black, Royal Indian Marine and Port Officer, Bombay; A. M. Monteath, Esq.; W. F. Hamilton, Esq. and C. W. Symes, Esq., were elected members of the Board, W.G. Mayhew, Esq., late of Messrs. Forbes, Forbes and Co., resigned on retirement to England. Frank Ritchie, Esq., Superintendent Peninsular and Oriental Steam Navigation Company, resigned the post of President and Member of the Board and Captain G. H. Hewett, R.N., and Senior Naval Officer of H. M.'s Ships for the Naval Defence of India was elected President in his place. Captain F. E. Hardcastle, Marine Surveyor, was appointed Honorary Secretary vice W. G. Mayhew, Esq; W. C. Symes, Esq., appointed Honorary Treasurer vice R. A. A. Jenkins, Esq., proceeded to England. The directors have to thank the Honorary Medical Officer for his continued gratuitous services, the calls for which were promptly responded to whenever required. Mr. Lauder, the Superintendent of the Home, continues to conduct his duties in an efficient manner and to the satisfaction of the Board, and in consideration of the extra work entailed on the Superintendent and his Staff, owing to the large number of men accommodated in the Home during the year which greatly exceeded any previous record for this Institution, the Committee were pleased to grant him and his staff a bonus of a month's salary.

It was proposed by the chairman, seconded by Mr. H. Hopkins, and carried that the report of the directors together with the statement of accounts be received and adopted, and that they be printed and circulated in the usual manner.

It was proposed by Mr. C. H. Byrne, seconded by Captain Macfadyen and carried that the retiring directors, Captain W. S. Goodridge, R.N., C.I.E., and the Hon. Mr. W. C. Hughes, C.I.E., be re-elected; and that Captain F. E. Hardcastle and Mr. W. C. Symes be invited to resume (under section 7 of the articles of association) their offices of honorary secretary and honorary treasurer respectively.

On the motion of the chairman, thanks were voted to the honorary secretary, the honorary treasurer, the auditor, and the medical officer, and the proceedings terminated with the customary compliment to the chairman.

THE WEATHER.

OBSERVATIONS TAKEN AT 8 A.M. ON WEDNESDAY, THE 15TH APRIL.

SUMMARY.

Pressure.—With the exception of a brisk rise at Jacobabad, pressure changes have been small and somewhat irregular.

Winds in Sind exhibit a tendency to cyclonic circulation while variable breezes or calms prevail elsewhere. The force has been fresh to strong as Jamnagar, Dwarka and Veraval, and moderate to light in other places.

Temperature.—The maximum temperature is from 4° to 9° in excess of normal at Cawnpore, Veraval, Surat, Malegaon, Poona and Bijapur, and the minimum from 5° to 7° at Bijapur, Sholapur, Ahmednagar, Poona, Surat, Bhuj and Cawnpore. The maximum varied from 109° at Ahmedabad, Akola and Surat to 81° at Dwarka, and the minimum from 64° at Lahore to 82° to Sholapur.

Cloud and Humidity.—The sky is cloudy to overcast in several places. Humidity changes show a considerable rise at Jacobabad, Raipur, Bombay, Malegaon and Poona.

Rain.—A few drops are reported from Lahore and Colombo.

Weather continues fine, but skies yet remain more or less cloudy in several places.

E. A. KENYON,
Meteorological Reporter for Western India.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.
Bombay, 14th April, 1903.
Means of observations taken at 6 a.m., 10 a.m., 2 p.m., 4 p.m., and 10 p.m.

Barometer corrected 32 dex. Fah. ... inches	29.808
Temperature of the Air ... degrees	83.5
Wet Bulb Thermometer	76.2
Dew Point	73.3
Relative humidity of Air	0.715
Extent of cloudy sky (the whole sky clouded=10)	3.1
Maximum temperature of air (read at 8 a.m.) next day ... degrees	90.8
Minimum do. do. (read at 8 a.m.)	77.0
General Directions of wind.*	N, NW, N. N.W.
Movement of Wind in 24 hours* ... miles	234

*From midnight to midnight.

N. A. F. MOOS,
Director, Government Observatory.

ADVICE TO MOTHERS!—Are you broken in your rest by a sick child suffering with the pain of cutting teeth? Go at once to a chemist and get a bottle of Mrs. Winslow's Soothing Syrup. It will relieve the poor sufferer immediately. It is perfectly harmless and pleasant to taste, it produces natural, quiet sleep by relieving the child from pain and the little cherub awakes as "bright as a button." It soothes the child, softens the gums, allays pain, relieves wind, regulates the bowels, and is the best known remedy for dysentery and diarrhoea, whether arising from teething or other causes. Mrs. Winslow's Soothing Syrup is sold by Medicine dealers everywhere.

A CRIMINAL REFERENCE.

ARGUMENTS BEFORE A FULL BENCH.

A FULL Bench, composed of Sir Lawrence Jenkins, Chief Justice, Mr. Justice Tyebjee Mr. Justice Russell, Mr. Justice Crowe, and Mr. Justice Batty, sat at the High Court yesterday to hear further arguments on a criminal reference made in the case of Leheruchand Dayachand, Sorabjee Dadabhoy Bhabha, and others, who were charged at the fifth Criminal Sessions of 1902, before the Hon. Mr. Justice Crowe, with forgery of a document, using as genuine a forged document, and aiding and abetting each other in the commission of the offence, and were convicted and sentenced to various terms of imprisonment. The reference came up before their Lordships on a certificate of the Advocate-General who certified that, in his judgment, the following points alleged to have been decided by the Hon. Mr. Justice Crowe should be further considered by the High Court under the provisions of Section 26 of the Letters Patent of the Court. The learned Judge decided that the evidence of Shahabudin and Muuan Narayen was relevant with reference to the charges, whereas he should have ruled that it was irrelevant and should not have allowed it to be placed before the jury. The learned Judge decided that the evidence of Lalloo Harilal, Chunilal Pitamber, and Sorabshaw Bomanjee Kapadia was relevant to the charges, whereas he should have ruled that it was irrelevant. Assuming the evidence of these latter witnesses to be relevant, the learned Judge stated to the jury that Gordhan Gopal had been corroborated by the evidence of these witnesses, whereas he should have directed the jury that they were in effect accomplices, and that their evidence, in so far as it went to show that the first accused Leheruchand was the instigator of the false charges against Gabruchand Vastachand, was evidence upon which they could not safely act in corroboration of the evidence of Gordhan Gopal. The learned Judge omitted to point out to the Jury that there was in fact no evidence beyond the statement of Gabruchand and the accomplices to connect Leheruchand with the charge preferred by Rewabai, woman. The Judge refused to allow the accused Leheruchand, Bhabha, and Nemchand who were present at the time when the statement of Nemchand was taken in the house of Inspector Sloane, to state the circumstances under which the said statement was prepared, whereas he ought to have received such statements. The Judge decided that the statement of Nemchand was admissible as a confession made in the immediate presence of a magistrate, whereas he should have excluded the statement as being in effect a statement made in the bungalow of Inspector Sloane while in police custody, and not in the immediate presence of a magistrate, etc.

Mr. Jardine, instructed by the Public Prosecutor, appeared for the Crown, and Mr. Inverarity, instructed by Messrs. Daphtary and Ferreira, appeared for the accused Leheruchand, Mr. Rustom Wadia for the accused Sorabjee Bhabha, and Mr. Jinnah for the accused Khimjee.

Mr. Inverarity, continuing his arguments in the case, commenced by referring to the evidence of witnesses, who were said to have been tampered with, and said that they were stories which were extremely improbable. The learned counsel read and referred to documents, which were found in the possession of the accused, but one of which, he argued in no way helped the case for the prosecution, and the other if anything, was in favour of the accused, and were in admissible in evidence. There was again a third letter, which was not proved in any way, beyond the fact that it was found in the box of the accused.

Mr. Justice Tyabjee: What is your suggestion? Was the letter not found in the box?

Mr. Inverarity said the suggestion was that it was probably written by some one belonging to Gubruchand's party, knowing that the accused would be arrested in Bombay. The letter was received by the accused and it was found by the police. But it was not proved to have been written by Rewabai or by any one at her instance. There were telegrams referred to in the letter, which was received only about a week before the accused had been arrested and nothing was easier to prove the letter than by producing those telegrams purporting to have been sent by Rewabai to the accused. The whole of the case, the learned counsel said, was now before their lordships with the exception of the entries in the diary of the accused Bhaba, which he did not propose to read, because there was nothing in them to implicate the accused Leheru and did not affect his case. The learned counsel then proceeded to deal with the evidence adduced on behalf of the defence; and asked the court not to approach that evidence with any prepossession of disbelief. The evidence proved that down to the time Gabruchand came to Bombay, he had no idea that the accused Leheru was at the bottom of the matter. It contradicted Gabruchand's evidence as to the incident at the railway station, and that Leheru told him that he had got up the case for the purpose of requesting him for having abused him at the station. The evidence showed that they were on friendly terms down to the time of Gabruchand coming to Bombay, and that the idea that Leheru was at the bottom of the case was not put into his head until after his arrival in Bombay. The whole of the evidence, the learned counsel said, had been read to the Court, as far as his client was concerned. There was a great deal of the evidence which ought not to be used against the accused, although it had been read to the Court.

Mr. Rustom D. N. Wadia said he appeared for the accused Bhaba; His case was that Bhaba was a Law Agent and it was admitted by the prosecution that he was acting as such and whatever part he took in the case was taken in a bona fide manner as a Law Agent. He was assisting Rewabai in bringing about the prosecution whether it was a true or a false one. Counsel submitted that there was nothing in the evidence in Rewabai's case, which would warrant the court to come to the conclusion that Bhaba had a guilty knowledge and that he knew that a false case was being got up, beyond the evidence of Gordhan Gopal. He would first deal with the evidence in Rewabai's case, and he would then place before their lordship portions of evidence in what were known as the Shabudin and Lallu cases to show that his client had no guilty knowledge of the case.

The Chief Justice. You do not dispute that your client rightly or wrongly did assist Rewabai in the case?

Mr. Wadia said they did not dispute that Rewabai came to Bhabba for assistance in the case and that he gave assistance to Rewabai and to all others in his professional capacity as Law Agent. Acting as a bona fide Law Agent he had absolutely no knowledge of what was behind the screen.

The Chief Justice: In your case we have to find out what was the intention with which your client gave assistance?

Mr. Wadia submitted that it had been practically admitted by the prosecution that for the last ten years, Bhaba had been acting as law agent. His client knew Gordhan Gopal for a number of years, who brought Rewabai's case to him, Bhabba did not know Rewabai at all nor the other parties and witnesses in the case. Gordhan Gopal had a motive in implicating Bhaba in the case. He admitted in his cross examination that Bhaba had been assisting him in the will theft and the will forgery case; that he got off in the theft, case but that he was convicted and transported for seven years, and he attributed his conviction to Bhaba, who he (Gordhan) said played him false, having shown all the documents to Mr. Sloane. Counsel submitted it provided a sufficient motive to Gordhan Gopal to act in the manner he did against Bhaba to save his own skin. Counsel proceeded to read portions of evidence, and contended that the evidence given against Bhaba was in no way inconsistent with the conduct of a law agent acting bonafide in the matter.

The Chief Justice: Is it your case that Bhabba also took part in what we call the Shabudin conspiracy.

Mr. Wadia said his client was the law agent in all the three cases. The only point for the court to consider was whether Bhabba knew that what was going on was wrong. Counsel read portions of evidence and contended that it pointed to the fact that Bhabba was an innocent man, who was in no way implicated in the matter. The diary which was made most of by the prosecution, was handed by Bhabba himself to the police two or three days after he had been arrested. If Bhabba for one moment thought that there was anything in the diary, which would implicate him, he would have been the last man to hand it over to the police. The diary was a combination of curious entries, and there was nothing in it, which directly connected Bhaba with the conspiracy. With regard to the payments made by Bhaba to pleaders engaged in the case, counsel explained that it was customary with these law agents to pay these pleaders. Mr. Wadia asked their lordships to judge of the conduct of the accused which was that of an innocent man. Bhabba was for a period of fourteen days under the kind care of Mr. Sloane, who gave him hopes of a pardon if he made a full and complete discovery of the whole case. Bhabba stated to the police what had actually taken place, but as it was not in accordance with what was desired the police did not take it as a full and complete disclosure. When Bhabba was sent to jail Mr. Sloane took to him the copy of a statement with certain gaps in it, but Bhaba declined to fill them up. There was an ample opportunity given to Bhaba to get out of the position in which he found himself placed, by stating what the police wanted him to say, but he would not do it, and that in itself must show to the Court that his conduct all thought was that of an innocent man Bhaba also declined to bring in the name of the first accused which he was asked to do. In conclusion council submitted that there was not sufficient evidence to bring the guilt home to the accused, and whatever evidence was there was of such a character that no reliance could be placed upon it. If however, there was any doubt in mind of the court on the evidence the benefit of that doubt would be given to the accused.

Mr. M. A. Jinnah, who appeared for the accused Khimjee said as far as the case of his client was concerned, it stood on a different footing altogether. He had been accused of aiding and abetting a false charge, and aiding and abetting the forgery of two documents, and also of using them as genuine knowing them to be false. There was no charge of conspiracy, and on that point he fully supported Mr. Inverarity's arguments. If the court thought that aiding and abetting would come under the head of Conspiracy, they would have first to find out whether there was a conspiracy. If the court again thought that there was a conspiracy, then the most important point was what part did Khimjee his client take in it etc.

Mr. Jardine, in replying on the case began discussing the evidence adduced by the defence in the lower court and commented upon by Mr. Inverarity, and argued at some length that evidence was not of a satisfactory character.

The court then adjourned till this morning.

SHIPPING INTELLIGENCE.

THE steamer Hugin, 829 tons, Captain C Andersen, will sail to-day for Moulmein, in ballast.

THE steamer Gadsby, 2,272 tons, Captain A Robinson, will sail to-day, for Antwerp, with a general cargo.

THE barque Dutschland, 768 tons, Nacoda, arrived in harbour yesterday from Muscat, 1st April, in ballast.

THE steamer Batersen, Bridge, 2,170 tons, captain L S Berryman, sailed yesterday, for Calcutta, in ballast.

THE B I S N Co's steamer Satara, 3,326 tons Captian G J Goss, sailed yesterday, for Persian Gulf with the same bottom cargo,

THE steamer Kt Commander, 2,716 tons, Captain J R Durant, arrived in harbour yesterday from Calcutta, 5th April, with a cargo of coal.

THE Clan Line steamer Clan Buchanan, 1,917 tons, Captain J C Hunter, arrived in harbour yesterday from Liverpool, 18th March, with a general cargo.

THE B I S N Cos' steamer Booldana, 2,143 tons, Captain G Brown, will sail to-day, for Calcutta via coast ports, with a general cargo, three cabin and six deck passengers.

THE steamer City of Vienna, 2,979 tons, Captain J Campbell arrived in harbour yesterday, from Glasgow via Liverpool, with a general cargo and the following passengers:—Captain L W Johnson, Captain G Monreal, Lieut and Mrs H A Carroll, Lieut and Mrs W H Odlum, Mrs Coe and 5 children, Lieut E E Raymond, Lieuts A P Harrison, G B Marriott, A E Mcnamara, R E N North, B Lawrence, H E Thomas, J S M Corrie, A N Ogilvy, F Anderson, A H Parsons, W Mc M Black, F E Hunt, D S O; W M Campbell, W W Marshall, O C Ward, J G L Ranking, J B Cochran, A S Meek, T W Kirkwood, and Mr H Ward

THE Anchor Line Steamer Olympia, 3,267 tons, Captain C. J. Osborne, will sail to-day for Marseilles and Liverpool with a general cargo and the following passengers.—Rev J Shepherd, Mr. and Mrs Godfrey and 2 children, Mrs Ogilvie and infant, Mrs Elliot, Col and Mrs Barlow master Barlow, Mrs Prescott Harrison, Col Mainwaring, Mrs Hill, Miss Collins, Mrs Alexander, Mrs and Miss Horseman and child, Mrs Shipp, Mr and Miss Sargeant and child Miss Clarke Miss Barker Mrs Williams Mrs Steawart Mr and Mrs Lewis and 3 children Mrs Woodhouse and child Mrs Norman Major and Mrs Houston and 2 children Mr E S Broughland Mr Alexander. Mr A G Lewis Miss K Miller, Mr and Mrs Maiden and 3 children, Mr S S Storey, Mr Davies and 2 children and Captain and Mrs Happer and child.

VESSELS IN DOCKS.

PRINCE'S DOCK.

Shed.	Vessel.	Ton.	Capt.	Destination	Date.	Agent.
A	Abergeldie	2438	Keith	Marseilles	24-4	K N & Co.
B	Crewe Hall	2689	Collins	Dunkirk	24-4	K N & Co
C	Cy of Dundee	2572	Baillie	Karachi	16-4	K N & Co
D&E	Alleppo	2537	Rayward	Hull	20-4	F M & Co
F	Chancellor	2857	Tennant	Antwerp	27-4	T M & Co
G	G of Trindade	1605	Hughes	Jeddah	17-4	B & P S N Co
G	Ahmadi	1640	Hansen	Jeddah	17-4	B & P S N Co
H	Reichstag	1310	Oswald	Zanzibar	18-4	A Strandes
K	Palatinia	2982	Stewart	Dunkirk	22-4	T M & Co
M	Dromonoy	1353	McCullock	Hull		K N & Co
N	Rowena	1942	Phippen	Kratzwick	18-4	K N & Co
O	Calliope	1584	Price	Dieppe	25-4	Ralli Bros
P	Strathgyle	3281	Gordon	Baltimore	16-4	R A Willis
HARBOUR WALL.						
	Mahanadi	517	Hoosein	Mangalore	17-4	Shepd & Co

VICTORIA DOCK.

Shed.	Vessel.	Ton.	Capt.	Destination.	Date.	Agent.
1	Olympia	3243	Osborne	L'pool	16-4	W & A G & Co
4	Ischia	2885	Muzzio	China	17-4	Crocco F
5	Tientsin	2555	Cooke	China	18-4	P & O S N Co
6	Nankin	2557	Montford	China	25-4	P & O Co
7	Venetia	2883	Milne	London	25-4	W & A G & Co
8	Huseinee	999	D'Lorne	P Gulf	23-4	B & P S N Co
10&11	Bombay M.	3298	Murai	Japan	24-4	N Y Kaisha
12	Britannia	6525	Seymour	London	18-4	P & O S N Co
14	Kistna	524	Neilson	P Gulf	17-4	M M & Co
15	Springwell	1943	Chisholm	Hamburg	15-4	M M & Co
16	Gadsby	2272	Robinson	Antwerp	15-4	W & A G & Co
HARBOUR WALL.						
	Kola	497	Rickford	Karachi	16-4	M M & Co.

ARRIVALS.

April.	Vessel.	Commander.	From
15	City of Vienna s	Campbell	Glasgow, March 14
	Kt Commander s	Durant	Calcutta, April 5
	Deutschland bq	Nacoda	Muscat, April 1
	Clan Buchan s	Hunter	Liverpool, March 18

DEPARTURES.

April	Vessel.	Commander.	Destination.
15	R Rubattino s	Saporite	Genoa, &c
	Patiala s	Hirst	Zanzibar, &c
	Secunder s	Brebner	Mauritius
	Battersea Bridge s.	Berryman	Calcutta
	Satara s	Goss	Persian Gulf

The following vessels obtained their port clearances yesterday:—

Steamer Gadsby, Robinson, for Antwerp.
„ Hugin, Anderson, for Moulmein.
„ Booldana, Brown, for Calcutta, &c.
„ Olympia, Osborne, for Liverpool, &c.

The following vessels entered for loading yesterday:—

Steamer Nankin, for China.
„ Ula, for Calcutta, &c.

(REUTER'S TELEGRAMS.)

STEAMER MOVEMENTS.

MARSEILLES, APRIL 14.

The B. I. S. N. Co.'s Goorkha left outwards this afternoon.

LONDON, APRIL 14.

The clan Line steamer clan Mackay arrived yesterday morning.

SUEZ, APRIL 14.

The P. & O. S. N. Co.'s s. s. Arabia arrived from Bombay day before yesterday evening.

The Austrian Loyd's s. s. "Imperatrix" from Trieste, left Aden for Bombay on the afternoon of the 14th instant and may be expected here on the 20th instant at daybreak.

DAILY EXPORTS.—APRIL 15.

FOR LIVERPOOL.

Venetia s—175 bales wool H A V Oosman; 1750 bales cotton Gaddim & Co; 175 cut turmeric 118 cut dry ginger D Mawjee; 400 bales cotton Glazebrook Tejpal & Co 200 bales hemp Hirjee Govindjee; 10000 cwts wheat 6000 cwts maize Sanday & Co;

Olympia s—36 bales wool K Shuriff & Co: 12 bales hemp Ebjee Oomerseel;

FOR LONDON.

Britannia s—53 bales skins W and A Graham and Co; 625 cwt bufalloen hons A Canji; 26 bales skin Ewart Latham and Co; 19 bales skins R M Kooka; 82 cwt dry chillies N Jeevan

FOR HULL.

Aleppo s—200 bales hemp Kiddle Reeve and Co.

FOR DUNKIRK.

Crewe Hall s—500 bales cotton The Bombay and Co; 510 bales cotton prier de Saine Co; 192 cwt rapeseed Forbes Forbes and Co: 600 cwt buffaoe horns H A Mahomed; 200 cwt groundnuts A Blaschelck and Co; 2000 cwas wheat Volkart Bros; 440 bales cotton G S Pionet and Co; 4000 cwts rapeseed Sanday and Co; 6000 cwts poppy seed; 960 cwts linseed E D Sassoon and Co; 1000 cwts poppyeed Killik Nixon and Co; 1000 cwts linseed Ernst and Co;

Palatinia s—1000 cwts poppyseed Ernst and Co; 2000 cwts wheat Tata and Co: 4235 cwts rapeseed Forbe's Forbes and Co;

FOR ANTWERP.

Chauncellor s—418 bales cotton 9278 cut rapeseed 3999 cwt gingenyseed Forbes Forbes and Co; 100 bales hemp, Kiddle Reeves Co: 220 bales hemp P Bhimjee 1003 cut myrobollams W Bacnur; 2.00 cwt proppyseed Ralli Brothers; 2000 cwt crushed bones A H Cassum and Co; 1939 cwts myrabolloms H H Anand and Co.

Gadsby s—57 bales cotton 8035 cwts linseed Ralli Brothers.

FOR HAMBURG.

Spingwell s—12053 cwts linseed Ralli Brothers; 600 cwts tallow L B and Sons; 559 cwts my rabollams H Anaudrao and Co 110 bales cotton Ritobai Stwart and Co 200 cwts gingelly seed 200 cwts poppyseed Volkart Brothers 1051 cwt my rabollams H Anaudrao and Co 880 bales cotton A Blascheck and Co 1050 cwts maize 970 cwts rapeseed Tata and Co 277 cwt gum P Jethabhoy

FOR MARSEILLES.

Olympia s—1000 cwt gingellyseed N Sundarjee and Co; 3358 cwt teelseed Ralli Brothers; 6 cases Indian tea J N Dallaporta.

Abergeldie s—75 cwt gum M Lalljee.

FOR BARCELONA.

Olympia s—200 bales cotton Gaddum and Co.

FOR ODESSA.

Abergeldie s—500 bales cotton Ritchie Steuart and Co.

FOR KOBE.

Bombay Maru s—200 bales cotton G Tejpal and Co; 100 bales cotton Finlay Muir and Co; 1400 bales cotton Sassoon J David and Co; 1000 bales cotton Gaddum and Co; 1550 bales cotton The Mitsui B Kaisha.

Nankin s—100 bales cotton Fleming Shaw and Co; 200 bales cotton G Tejpal and Co; 200 bales cotton A Blascheck and Co; 500 bales cotton C Ebrahim and Co; 400 bales cotton Forbes Forbes and Co; 300 bales cotton M M Essabhoy; 500 bales cotton Gaddum and Co.

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OUR WOOLLEN SUITINGS,
ALL WOOL BLANKETS,
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The representatives of WM. HUTCHINSON and Co., on RECEIPT of INTIMATION, Board Steamers from the East on their arrival at Plymouth, of Gravesend, or at the Docks, to take instructions at Clearing and Forwarding Baggage, &c.

NEW STERLING EXCHANGE TABLE.

THE *Bombay Gazette* are bringing out a small neatly bound STERLING EXCHANGE TABLE, covering all RATES in 32nds, both Sterling into Rupees and Rupees into Sterling, from 1s. 3 3-4*d*. to 1-4 23-32. The Book will, it is thought, supply a long felt want, as since the stoppage of the free coinage of silver rates have varied well within those given both for demand and six month's Currency Bills, and the extensive and expensive tables in general use are now no longer required. he form adopted will also greatly facilitate the conversion of broken amounts.

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5. Song with Violin Obligato ... Oh. Dry those Tears, Riego
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13. Musical Sketch... Down South .... Myddleton.
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NATIONAL ANTHEM.

NOTICE TO CORRESPONDENTS.

*** All communications intended for publication in our columns should be addressed to THE EDITOR and not to any individual member of the staff.

The Bombay Gazette

THURSDAY, APRIL 16, 1903.

JUBILEE OF THE G. I. P. RAILWAY.

LOOKING backwards over the history of the railroads of India it is difficult to realise that in the short space of half a century, scarcely more than a generation, such a complex, efficient, and complete system of locomotion as now exists could have been developed. What that development has meant to the people of this country it would indeed be difficult to estimate. We hear of the civilising influence of the railway, but in no country has that influence been more widely felt than in India. The pioneers of the railways of this Peninsula were faced with remarkable difficulties which appear none the less remarkable after the progress of fifty years. Had the little body of men who in the early forties of the last century first mooted the idea of a modest little railway, the object of which was to connect Bombay island with the mainland, dreamed for one moment of the magnitude of the results which lay before their scheme they would have doubtless been startled at their own ambition. The geographical contour of the country, the conditions under which constructional work had to be carried out, the attitude of the native mind towards innovation, and the consequent element of risk which was associated with such a venture from the point of view of finance, may all be cited as extraordinary deterrents in the initial stages of the evolution of the Indian Railways. But supreme engineering skill, dogged pluck, and utter indifference to the consequences of failure have been associated with those who have helped to make the G. I. P. Railway the boon to India that it was from the very commencement under the regime of the old company, and which it will continue to be under the administration of Government. During Lord Dalhousie's Viceroyalty in 1843 the idea of a local railway in Bombay was first mooted. The initial scheme passed through many phases, but the germ of the G. I. P. Railway was sown in 1845, when Mr. John Chapman was sent out to India by the provisional committee of the Great Indian Peninsula Railway Company to interview the Governor of Bombay, Sir George Arthur, with the view of promoting the objects of the proposed company in that Presidency. The Company was informed that his Excellency took the liveliest interest in the scheme, and preparations and surveys were at once begun. In 1849 the company was definitely incorporated with a capital of £500,000 and with the object of constructing a line to Kalyan. Power was given to the syndicate to increase its capital to £1,000,000 were it found possible to extend the railway to the Malsej Ghaut. In 1852 the natives of India witnessed a locomotive for the first time, and an opportunity was afforded to those interested in the new venture of studying what the probable attitudes of the native population would be.

We find that the greatest fear existed that caste prejudices and general apathy would preclude the natives from making use of the railway. But this fear was quickly dispelled. A writer at the time of the opening of the railroad in 1853, however, thus describes the manner in which the new means of locomotion was accepted :—"So erroneous were the prognostications of the failure of passenger traffic that the natives, down even to the lowest orders, immediately availed themselves of the new mode of conveyance ; and one of the very first points publicly mooted upon the subject was the question, whether the members of a poor and despicable caste should be permitted to travel by the ordinary trains, unless a separate carriage were provided for them. We remember to have witnessed another striking instance of the popularity of the railway—a poor ragged little girl, companionless, and ticket in hand, threading her way through the groups along the platform, and taking her place in a third class carriage with all the independence of a commercial traveller." The best proofs, however, of the immediate propularity of the line are to be found in the traffic returns for the first six months. During that period considerably over seven million passengers were carried and the receipts averaged £342 a week. The fears, then, on the ground of native prejudice were quickly proved to be groundless. The real difficulties of the line arose when the Ghauts were reached, but it is unnecessary to do more than refer here to the dangers and difficulties encountered by those who assumed the task of piercing the hills of Western India. When that task was accomplished, the rest was simple, and the progress of railway development throughout India since that time has been phenomenal. Government policy in regard to the Railways was clearly stated on May 1st, 1871, by Lord Mayo ; when his Royal Highness the Duke of Edinborough opened the line from Jubbulpore to Bhusawal. He pointed out that it was the desire of Government that at earliest possible moment the whole country should be covered with a net-work of lines on a general and uniform system. A scheme was then formulated by Government for a system extending over 15,000 miles. At that time 4,000 miles of railway were open, and 1,000 miles were in course of construction. Since that day, and little more than 20 years have passed since that time, more than 20,000 miles of railway have been built, and the scheme of 1871 has been nearly doubled. Surely this is a notable victory for those who at the outset determined to proceed in spite of all the fears and all the obstacles, imaginary and real, which beset the pioneers of the G. I. P. Railway. It was not until 1899 that Government availed itself of the privilege which the purchase contract of the Railway Company afforded of at any time buying the railway after it had been in existence 25 years. The purchase price was £40,781,568 payable up to the 17th August, 1948, in the form of a terminable annuity of £1,268,516. That, from the point of view of finance alone, this purchase was fully justified is easily demonstrated by a glance over the revenue statistics. In the first six months of 1901 the Great Indian Peninsula earned Rs. 1,46,32,826 and in the second half year Rs. 70,97,682, a total for the year of Rs. 2,17,30,508.

The G. I. P. Railway was not only the pioneer in regard to the date of its opening, but also in respect of many improvements which have made the railways of India. A notable departure in construction was the use of iron pot sleepers instead of the conventional wooden blocks which were formerly in use. This has proved in every way an economical innovation, and it is interesting to note that nearly all the railways of India followed or are following the lead given by the G. I. P. Railway. Strenuous endeavours have always been made to eliminate the chance of danger and to make the line thoroughly efficient in every way. The many viaducts of the line have been tested and improved, great improvements have been effected in respect of rolling stock and general accessories to the comfort and luxury of passengers, and considering the tremendous gradients which are passed an average speed for the whole length of the line, which is highly creditable, is kept up. If some of those who travelled by the first train which ran on the original stretch of line 50 years ago between Bombay and Thana could enjoy the luxury of a present day journey on the G. I. P. Railway it would be to them a revelation indeed. It is unnecessary here to go into further details. We review the progress of the line more fully elsewhere. During the past fifty years the railway has played a great part in the history of India. It has given the native, in the stress of famine and poverty, a means of alleviating his sufferings which before he neither enjoyed nor conceived of. It has struck a blow at many of the barriers to progress raised by caste and prejudice, and has brought about, unperceptibly perhaps, changes which otherwise could never have taken place in the social lives of the native population. It has afforded the native commercial classes an insight into the strenuous business life of the West, and has been one the most important media by which he is being gradually taught the value of time. In the past, indeed, the railway in India has done an inconceivable amount of educational work, and as the pioneer of the railway in India the G. I. P. R. is entitled to a very great share in the credit. Before the railway in India, still lies a great future. There are still many difficulties to be overcome, but the marvellous success of the past fifty years enables us to say with complete assurance that those difficulties will be successfully combatted and conquered. To-day marks the close of one long cycle in the history of the railways of this country ; and present progress warrants the prophecy that the recapitulation of the next cycle will necessitate the narration of still more important events.

THE CARTHUSIAN MONKS.

THE intensity of the feeling among the clerical party in France against M. Combes and all connected with him is indicated by the extraordinary allegations made against his son in reference to the Carthusian Monks. M. Combes is carrying out the law in regard to the religious Orders without fear, favour, or affection, and the suggestion that his son offered the Carthusians permission to remain in France for a large sum of money is so ridiculous that it carries its own refutation. It would be less incredible to be told that the Carthusians had offered a considerable sum to be permitted to remain in the country. The monks of the Chartreuse are probably the wealthiest religious Order in the world, and the bulk of their wealth is derived from the manufacture of their famous liqueur. When the law against the Orders was originally enforced the Chartreuse monks, like the members of other Associations, chose to leave France, but since then there has come a change of mind influenced, no doubt, by considerations of the profitable business which has been carried on for so long in their name. It is calculated that the profits of the Order from the Chartreuse liqueur amount to £200,000 a year, and it is interesting to note how some of this wealth is distributed. The secret funds of the Congregation for the propagation of the faith at Rome receive £40,000 a year from this source ; another sum is allocated to the aid of clerical schools in the neighbourhood of Grenoble, and a further amount is given to charities. The sum devoted to this latter purpose is, however, according to M. Rabier and M. Rajon, by no means so large as the advertisement given to it would lead people to imagine. However that be, the Chartreuse monks recently applied for authorisation under the law, and a Bill in that regard was introduced into the Chamber of Deputies towards the end of last month. The Chartreuse asked for authorisation as a contemplative Order, simply for their central house, but M. Rabier pointed out that in order to conform with the law of 1901 they ought to have altered their rules. Having failed in this their application could not be considered. The Premier accused the Order of meddling in politics, and said that after the passing of the Associations' law they had abandoned all their establishments with the exception of La Grande Chartreuse. The members of the Order had gone abroad and, added M. Combes amid cheers from the Left ; "Let them stay away." Finally, the Chamber decided by a large majority not to discuss the clauses of the Bill, a decision which provoked a strong outburst from the Clerical Party. Students subsequently demonstrated in favour of the Carthusians before the Palais de Bourbon, and it is apparent that the popular feeling on the subject is becoming intensified. To the world outside France, or at any rate to a large section of it, there is one aspect of this quarrel between the State and the monks that is of greater interest than the purely religious or political aspect. It has reference to the continued production of the liqueur by which the fame of La Grande Chartreuse has spread around the globe ; and it will console the "viveur" to know that its supply will not be diminished. Though the monks may not reside in France the manufacture of the Chartreuse liqueur will be carried on by agents who have, in fact, always held the right to produce it, and neither the industry nor the profits of the Order from this source will suffer.

AGRICULTURE IN INDIA.

THE latest reports as to the agricultural situation in this country show that the satisfactory condition of the crops is well maintained. In the Punjab where a short time ago the situation was by no means encouraging there seems to have been an improvement, and serious complaints are now confined to Hissar, where the continued drought has seriously damaged the crops. In Madras the reports state that the condition of the standing crops is merely fair. This is doubtless due to the lack of water for irrigation which is being felt in several parts of the Presidency. Pasture is also scanty in some districts, but fodder is sufficient, and up to the present the condition of agricultural stock has not suffered. The harvests which have already been gathered in have given fair outturns, and those which have yet to be reaped promise good results. The harvests in the Bengal Presidency are all that could be desired. Summer rice which is now being reaped is expected to yield a full crop, and the outturn of the spring crops generally will be at least 90 per cent. There have been a few light showers lately, but more rain is still needed in some districts. Apart from harvesting operations the attention of cultivators is being directed to the planting of sugar cane, the collection of opium, and the preparation of the land. Similar operations are proceeding in the United Provinces. There also extra crops are now being sown and irrigated. In the Punjab, it has been mentioned already, there seems to have been an improvement lately in conditions. The condition and prospects of the standing crops are good on all irrigated lands, and on unirrigated lands they are not below the normal. Insects have caused some damage in Mooltan, and in Lahore locusts have appeared. Up to the present, however, n damage is reported in that district. In some places there is a lack of fodder. The threshing of the spring crops is nearing completion in the Central Provinces, and the preparation of the land for the autumn sowings his still in hand. In several districts a scarcity of water is being felt. There is no reason to complain of the situation in Central India, and in Burma and Assam also operations are proceeding satisfactorily. In other parts of India, too, there is every prospect of good returns. In Madras prices have risen somewhat, though as a rule they are stationary. In Bengal the fluctuations are evenly balanced. There is a tendency for prices to fall in the United Provinces, and they are falling generally in the Punjab and the North-West Frontier Province. The fluctuations in the rest of India are insignificant.

AMONGST the passengers who proceeded to Europe yesterday by the Florio-Rubbattino S. N. Co's. steamer R. Rubattino, were Sir E. Buck, Bart ; Sir E. C. Cox, Bart ; and Lady Cox, and General H. P. Peacock and Mrs. Peacok.

BALANCES held in cash in the Civil Treasuries of the Government of India and at credit of the Government in the Presidency Banks and their Branches on the last day of March 1901, Rs. 15, 89, 52, 000, March 1902 Rs. 17, 82, 05, 000 and March 1903 Rs. 18, 05, 14, 000.

IN the recent fire at Bhownagar the Jain Library was totally destroyed. This is an irreparable loss to the Jain Dharma Prasarak Sabha. The Library consisted of valuable books and manuscripts of an aggregate value of Rs. 20,000, and none of them was saved.

IN broad daylight, on the 8th instant, the bronze statue of Queen Victoria at Lahore received another coat of green paint. The perpetrators will probably not be prosecuted, says the local paper, on account of the King's forthcoming visit to Ireland. It has been suggested, however, that in perpetrating this atrocity, the local authorities have been prompted by important political considerations. So long as the statue retained the colour of its native bronze, the mass of the people were convinced that the great Mulka-i-Muzamineh was a black woman. In order to correct this impression, the Municipality have had it painted green. Perhaps that particular colour was selected in order to influence the popular mind in favour of the plague disinfectant fluid. The æsthetic effect, however, is distressing, and the surrounding railings at first turned blue with the shock. They are, however, now recovering under the application of more plague disinfectant fluid. With green railings and black chains hung between, there only remain the seats round the pink pedestal to be coloured brown, and when beds of geranium and sun-flowers have been planted round the statue, the scheme of colours will be complete. And yet, says the Civil and Military Gazette, Mr. Mortimer Menpes says the British are driving all the colour out of India !

THERE has been some agitation lately in London among Israelites for a Jewish Rowton House, but the "Jewish Chronicle" rather discourages the scheme for providing an exclusively Jewish institution of this character, and points to the fact that not only is Lord Rowton himself willing that Jew should take advantage of the Houses, but also that the chief tailor and bootmaker in the Whitechapel Rowton House are Jews.

REUTER learns from Bathurst, Gambia, that the Senegambia expedition of the Liverpool School of Tropical Diseases is about to leave for Senegal. Drs. Dutton and Todd have spent the last few weeks of their investigation into the cause of "sleeping sickness" at McCarthy Island, about 150 miles up the river Gambia. The bites of flies on this river are said to have caused "sleeping sickness" in a white man who recently died at the Liverpool School.

IT is proposed to place in Truro Cathedral a marble slab, bearing the names of all the Cornish heroes who fell in the late war, with the colours of the Duke of Cornwall's Light Infantry hanging over it. The Lord-Lieutenant of Cornwall (the Earl of Mount-Edgcumbe) and Colonel Arthur Tremayne, one of the few remaining survivors of the Light Brigade, whose son in the Hussars distinguished himself in the late war, are taking a warm interest in the project.

THE LACK OF VOLUNTEER OFFICER

THE REMEDY.

IN my last article, I showed the rapid a alarming falling off in the number of voluntee officers, and the almost complete lack of training i those that are appointed. I tried to show also that service in the ranks is the only training for which the would-be volunteer officer has time, so long as he is recruited from the class from which he is at present drawn, and that the value of such service as a preparation for command is recognized in nearly every European army but our own. It now remains to see how the volunteer officer of the future can be induced to undergo this preparation without too much dislocation of the existing conditions. The first step towards effecting this, writes a correspondent of the "Pall Mall Gazette" must be, in my opinion, the formation of a volunteer corps d'elite, to be recruited solely from young men of a high degree of education and possessed of a certain monetary position. The first of these conditions could be obtained by treating matriculation at any university, and perhaps the membership of an advanced form in any public school, as satisfying the educational test, while the second would be satisfied by the recruit depositing a sum of not less than £100 as caution money, after the manner of students at the Inns of Court. This and a relatively high subscription would probably enable the corps to pay its way, while to give it prestige and social standing it should be considered as affiliated to his Majesty's Guards, whence its staff sergeants and instructors should be drawn, and called by some such title as "Volunteers of the Guard." To ensure its training being thorough, it should be officered by regular officers, who might be seconded from their respective regiments during their term of service, and the experience thus gained would be extremely useful to the officers finding themselves in command—as they certainly would do during the next great war of Canadian or Australasian troops.

Into this corps should be drafted all candidates for volunteer commissions, the length of time that they must remain in it being settled by regulation or left to the discretion of its commanding officer ; and although it would probably not be necessary to consider every private in it as an officer "in futro," it should be announced that, save in special cases—such as previous service with the regular army—no volunteer commissions would be given to those who had not completed the prescribed term of service in its ranks. By this means the volunteer battalion to which the candidate was eventually appointed would be certain that the new officer had been taught his business, while at the same time his training would not have been conducted under their own eyes. The respect of the command for their officer—a feature sometimes rather to seek under the present system—would be thereby proportionately increased.

Although it may seem strange to many, the nucleus of such a "crops d'elite" as I have here foreshadowed is actually in existence. Much as it is to be regretted on some grounds, the ideals of writers like Charles Kingsley and Tom Hughes with regard to the volunteer force have not been realized, and gentlemen of birth and position have not been found willing to serve in any considerable numbers in the ranks beside their own servants and dependants. Some notable exceptions there have been, and up to a fairly recent date one of her Majesty's judges carried a rifle in the ranks of the Queen's Westminsters. But the example set was not largely followed, and the result has been the formation of a few corps in the metropolis and elsewhere which demand a social qualification of their members. It is rather difficult not to make an invidious distinction in naming these, and no one could deny that there are as good gentlemen as can be found anywhere in the ranks of, for instance, the corps I have just named and the doyen of Metropolitan corps, the Victorias. But, in practice, these corps have had to open their ranks to all young men of good character, irrespective of social position. And we must also dismiss from consideration, as unfit for the present purpose, corps recruited from Government offices, like the Civil Service, the Post Office, and the Customs and Docks. In consequence there are only three metropolitan corps of rifle volunteers available in which any efficient inquiry is made into the social position of the recruit. These are, in their order in the Army List, the 7th Middlesex or London Scottish, the 14th Middlesex, or Inns of Court, and the 20th Middlesex, or Artists.

Now, every one of these three corps possesses many of the qualifications required for our projected corps d'elite. The London Scottish, whose smartness on parade has made them the favourities of London crowds on ceremonial occasions, are largely recruited among well-to-do City men, and demand from their recruits not only a decent social position, but some connection with Scottish blood. Strict proof of the last may not be exacted in all cases, but the national sympathy which it implies cannot be lost sight of by any one who knows what an invaluable thing "esprit de corps" really is, and some concession to it might be made by providing that if the London Scottish were to form part of the new corps d'elite, it should be officered only from the Scots Guards, or from Highland regiments. The Inns of Court, once recruited only from among barristers and students, have now opened their ranks to any one educated at Oxford or Cambridge Universities or at a public school. That the concession has given them a very large supply of recruits of the desired kind is proved by the fact that during the Boer war they not only nearly doubled their numbers, but, thanks mainly to the shooting of the recruits thus obtained, increased their "figure of merit" in musketry until they stood at the head of the whole Home District with the exception of the Cyclists Corps of specially selected marksmen, and a Bucks regiment which enjoys special range facilities. As for the Artists, which is recruited mainly among the students of the liberal professions, and is divided into companies of "Painters," "Musicians," "Architects," "Medical men," and "Students of London University," it has prospered so exceedingly under the care of its late colonel—now, alas ! leaving it under the pressure of the last alterations in the condition of volunteer efficiency—that it stands at the head of all Metropolitan corps for drill and handiness and has been praised by regulars of experience as "the perfect model of what a regiment should be." In addition to these three there are the 1st Volunteer Battalion of the Oxfordshire Light Infantry, recruited entirely from members of Oxford University, and the 4th Volunteer Battalion of the Suffolk Regiment, which is in like manner composed of members of the sister University of Cambridge. It would, doubtless, be possible also to choose among the many volunteer regiments of towns like Liverpool, Manchester, and Edinburgh, two or three which, with a little weeding, might soon be made fit to take their place alongside those I have named.

The advantage of choosing special corps like these as the components of the new "corps d'elite," instead of specially recruiting for the same, is that it would involve hardly any dislocation of existing arrangements, and would therefore enable us to try the experiment inexpensively and gradually. It would certainly not be necessary to move the present headquaters of the different corps chosen, nor to remove from them those officers who have till now borne the burden and heat of the day. All that need be done at present would be to brigade them together during the annual training in camp, now pronounced necessary for the whole volunteer force, and to gradually replace their present officers as they retire by others lent from the regulars. Such details as to the length of time that each candidate for a commission should serve with them before being appointed to another corps might safely be left to their brigadier. But if this were done, and the new Volunteers of the Guard were afforded a fair amount of encouragement, I have no doubt that they would afford a regular supply of volunteer officers a great deal more fitted for command than those we have now. To sum up then, my recommendations are :—

1. Transform six or eight picked volunteer battalions into a new brigade to be attached to his Majesty's Guards, and called the "Volunteers of the Guard."
2. Officer this brigade at first partly, but afterwards wholly, by officers lent from regular regiments.
3. Exact from every candidate for a volunteer commission (except in very special cases) a certain term of service in the "Volunteers of the Guard."

TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

THE KING'S CRUISE.

ROYAL YACHT SALUTED OFF ALGIERS.

LONDON, APRIL 15.

As the King passed Algiers yesterday afternoon, though his yacht was ten miles out, the French Batteries saluted him with 101 guns.

The Russian, Italian, and Spanish warships hoisted the British flag and saluted with 21 guns.

THE BAGHDAD RAILWAY.

CONSTITUTION OF THE DIRECTORATE.

ENGLISH CAPITAL SHY?

The Directorate of the Baghdad Railway Company at present consists of nine Germans, seven French, two Swiss, and one Austrian.

The conditions of the participation of British capital are not yet definitely settled. The nominal capital is thirty million francs. The amount mentioned yesterday was the share capital.

THE SUEZ CANAL BLOCKED.

SUNKEN BARQUE STOPS THE PASSAGE.

A barque which has been sunk by a Russian cruiser has been blocking the Canal since Monday. The Orizaba and the Plassy are in consequence delayed.

THE FRENCH RELIGIOUS ASSOCIATIONS' LAW.

CHARGES AGAINST THE PREMIER'S SON.

THE CASE OF THE CARTHUSIANS.

LONDON, APRIL 14.

M. Edgar Combes, the son of the French Premier, has requested the Public Prosecutor to institute proceedings, with a view of elucidating the insinuations of the Grenoble paper, "Petit Dauphinois" that he offered the Carthusian monks permission to remain in France for a large sum.

The resignation of M. Revoil, who is a nephew of the proprietor of the "Petit Dauphinois" is obscurely connected with this affair.

THE DUTCH LABOUR DISPUTE.

GENERAL STRIKE COLLAPSING.

RAILWAYMEN GIVING IN.

The Dutch strikes are collapsing.

The railwaymen, in sympathy with whom other strikers had struck, have applied for reinstatement.

THE FRENCH PRESIDENT'S VISIT TO ALGIERS.

DEPARTURE FROM MARSEILLES.

M. Loubet, the French President, has left Marseilles.

The British, Italian, and Russian squadrons assembled at Algiers to-day.

THE REVOLT IN MOROCCO.

SULTAN'S CONCESSION TO NATIVE FEELING.

DISMISSAL OF EUROPEAN OFFICIALS.

The Sultan of Morocco is dismissing his entire European entourage, except three English and three French officers.

The decision is attributed to the increasing gravity of the situation, the rebellion being largely due to the Sultan's European proclivities.

THE PLAGUE IN INDIA.

A SUBSTANTIAL DECLINE.

(FROM OUR CORRESPONDENT.)

SIMLA, APRIL 15.

The seasonal maximum of plague appears to be at last past. The returns for the week ending the 11th instant, to-day issued, show a large drop of seven thousand in the number of deaths, the total being 27,787 against 34,110. In the previous seven days Bombay Presidency, the Punjab, Bengal, and the United Provinces all report substantial reductions, so it may be hoped that the improvement is real and that the worst is now over for this year.

WEDDING AT SIMLA.

SIMLA, APRIL 14.

A quiet but pretty wedding was solemnised at Christ Church, Simla, to-day between Mr. Henry James Mackintosh, Deputy Secretary of the Finance Department, and Miss Ethel Fanshawe, daughter of the Postmaster-General who is at home on sick leave. The bride was given away by her brother-in-law, Major Unwin, and Mr. Williams acted as bestman.

A DIVORCE CASE.

CALCUTTA, APRIL 14.

A somewhat sensational divorce case commenced at the High Court to-day, in which Mrs. Boyle seeks to divorce on the grounds of cruelty and adultery. The facts are that Mrs. Boyle is one of the three sisters and daughters of Mr. Taylor, a retired Civil Servant, residing at Calcutta. One daughter is married to Mr. Gregson, the Manager of Messrs. Watson and Company of Midnapore. The second daughter is married to General Ramsay residing at Ootacamund. The third is married to Mr. W. M. Boyle, who is assistant to Messrs Watson and Company in 1894 at Darjeeling. There are two children of the marriage, a girl and a boy. Evidence, which in parts is unfit for publication, is to the effect that General and Mrs. Ramsay had been married about seventeen years.

ST. LOUIS EXHIBITION.

The Assam Tea Association have engaged Sir Edward Buck to represent them at the St. Louis Exhibition.

THE PROPOSED INSTITUTE OF SCIENTIFIC RESEARCH.

MYSORE'S GIFT OF A SITE.

ADVANTAGES OF BANGALORE.

COST OF THE SCHEME.

(FROM OUR CORRESPONDENT.)

BANGALORE, APRIL 14.

The site assigned to British India by the Mysore Government for the location of the Indian University of Research, arising out of Mr. J. N. Tata's offer of an endowment, measures about 370 acres, and is situated in the north-west of Bangalore Cantonment, about four miles beyond the Municipal boundary. This spot have been inspected by Professor Orme Masson and Colonel Clibborn in November, 1901, who preferred it to the site selected by Professor Ramsay. Besides this gift the Mysore Government have offered five lakhs of rupees for the initial expenses, and they hold out hopes of further generous assistance. Professor Masson and Colonel Clibborn, it is known, rather favoured Roorkee for the location of the University, but concluded that this centre was out of the question unless land and money for buildings could be obtained there without encroaching on the sum presented by Mr. Tata. They finally believed that if the University or Institute, as they preferred to call it, secured a location for its special work and professors of the necessary calibre, it will not only be a useful undertaking from the point of view of science but will ultimately prove of real service to the progress of India.

The late Sir K. Seshadri Iyer, when Dewan of Mysore, advocated the peculiar advantages offered by Bangalore for the location of the University, and realised the advantages especially accruing to the Mysore State from its presence here. He felt that not only would a richly endowed University come into Bangalore at once but the perpetual flow of future benefactions would benefit the State. It would give a great impulse not only to existing educational institutions but also to future chemical and other technical industries in the province. Bangalore, he predicted, would become the greatest centre in India of scientific thought and research and a place of pilgrimage to all lovers of science and learning. It would, in fact, become the home of learned Congresses, of Scientists, and the publishing centre of original contributions to scientific knowledge. He argued with much weight that to secure these advantages special inducements have to be given, pointing out that great sacrifices are made in Europe and America by small States or cities to secure the advantage of having a University in their midst, and it is due to much of his powerful advocacy and to the active interest of Sir P. N. Krishna Murti, his successor, that Mysore has made such a generous offer. It is claimed for Bangalore as site for this University that it enjoys a climate suited to Europeans and natives of India; that its situation is central in the Peninsula of India; that it is the centre of four railway systems; that its temperate climate is especially suitable for research in Physics, Chemistry, Hygiene, or Bacteriology; and that there is an abundance of available land, a well drained soil, and an unlimited supply of good water.

Professor Masson and Colonel Clibborn calculate the capital expenditure approximately at Rs 6,57,600 and the annual expenditure at £10,000 sterling, allowing salaries as follows, expressed in English currency:—Director, £750; Professor of Chemistry, £1,000; Professor of Experimental Physics £1,000; Professor of Experimental Biology, £1,000; three Assistant Professors, £450 to £600; Secretary, £150 to £200; office staff and petty, £210 to £280; pension allowance on above at 10 per cent., £575; glass expert £200 to £300; six instructors £720 to £960; 25 scholarships at £3 for nine months £675; workshop staff, £100 to £120; medical charges, £150; contingencies £1,705. As to the future expansion of the University it is believed that further specialization will be called for in each of the three departments of experimental science. Thus in time there may be separate professorships of pure chemistry, of agricultural chemistry, and of metallurgy, of general physics, of electrical engineering, and of other important specialized branches of technology, of animal physiology, of vegetable physiology, and of bacteriology. While at Bangalore Professor Masson and Colonel Clibborn visited the Cauvery Falls and enquired into the prospect of electrically transmitted power becoming available from that source for the use of the institute, but they were disappointed to find that there was in reality no such prospect for all the power that will be available is the property of the Kolar Gold Fields.

THE MAHARAJAH OF MYSORE.

HIS BIRTHDAY FESTIVITIES.

BANGALORE, APRIL 15.

For the entertainment of a number of Princes and other distinguished guests at his birthday festivities in June the Maharajah of Mysore has not only arranged an elaborate programme of races for four days at his capital among other things, but has commanded a great assault-at-arms of the Mysore troops to be held, besides a polo tournament. All these arrangements being in the hands of Colonel Desaraj Urs, Chief Commandant, State troops, the Maharajah has extended personal invitations to the Rulers and Princes of the various native States while at Delhi, and is making special arrangements for the accommodation of his guests at Mysore.

REUTER'S TELEGRAMS.

COMMERCIAL AND FINANCIAL NEWS.

LONDON, APRIL 14.

The Liverpool Cotton Market closed quiet.

Surats quiet.

The Manchester Market has been firm.

2 3-4 per cent. Consols	91 11-16
3 per cent Rentes	98 3-4
3 1-2 per cent. Sterling Loan	107
3 1-2 per cent. Rupee Papers	65 7-8
Bar Silver	22 15-16

DEPARTURE OF TROOPS FOR ENGLAND.

THE Anchor Line steamer Olympia, Captain C. F. Osborne, R.N.R., will sail to-day for England with a general cargo. She will also convey the following details:—3 officers, 69 non-commissioned officers and men, 53 women and 91 children. All details and families from Deolali will arrive at the Victoria Dock in one special troop train at about 6-30 a.m. (local time) to-day. On arrival at the Dock they will be medically inspected and embarked. The names of the officers are Captain Grogan, 4th Dragoon Guards, Captain Spencer, R.A.M.C., and Lieut. Deverill, West York Regt.

ART, MUSIC AND THE DRAMA.

SPURIOUS ART TREASURES

THE PHILHARMONIC CONCERT.

PRODUCTION OF "THE LONDONERS."

LONDON, MARCH 27.

PARIS has an "affaire," and Parisians revel accordingly. To-day everyone in Republican France is discussing the value of a crown, but it is not the Duc d'Orleans round whom interest centres. The "Affaire Saitaphernes" concerns a tiara or crown purchased by the Louvre in 1896 for 200,000 francs. It purported to be a Grecian antiquity which the people of Abbia—a Greek colony in Dacia—had had made and presented to a Scythian king named Saitaphernes. Now all Paris is startled, and, it must be added, entertained, by the allegation that the tiara is an elegant forgery which ought never to have deceived the authorities of the Louvre. The fact that they did accept it in good faith suggested that the curators of our own national museums may have been deceived by assumed airs of antiquity. Was it possible, that artifice, masquerading as antiquity, had wormed its way into the severely respectable haunts of the British Museum? Enquiries tend to increase a suspicion that this may be the case, although one would not suggest that there is anything spurious among the Greek antiquities. The curator of that department of the British Museum is an astute critic and he has long been convinced that the tiara of Saitaphernes was a forgery. As a matter of fact, prior to its admission to the Louvre a photograph of it was sent to the British Museum, and the curator then came to the conclusion that it was not genuine. He has since had several opportunities of inspecting it in the Louvre, and his opinion is that only the floral embellishment on the upper part is of genuine antiquity. This was probably part of a gold cup, but the lettering of the inscription according to this expert, might have convinced anyone with knowledge on the subject that the tiara as a whole was a forgery. Another expert whose opinion carries with it great weight states that not only was the tiara a fraud, but it was bad also from the standpoint of art, which some forgeries are not. More recently than 1896 the British Museum was offered a crown of somewhat similar character, and purporting to come from the same place. Here, again, it was the lettering of the inscription which convinced the curator that it was an impudent forgery.

It is an interesting fact, and one which has hitherto escaped notice, that Herr Furtwangler, the German savant who has from the first declared this tiara to be a forgery, started a controversy in this country years ago by declaring one of the Elgin marbles to be a spurious imitation. This was the large head of Hera (Juno), which occupies a position just inside the Elgin room, and Herr Furtwangler still maintains that this is modern. This authority appears to be an iconoclast, for these are not the only idols he has attempted to destroy. But, according to one expert, who is accepted as one of the greatest authorities in these matters, the imitations at the British Museum are to be found in the Terra Cotta room, where these masquerading examples of modernity perpetually blush at the thought of their iniquities. This trait will not, however, lead to their discovery, for the genuine pieces are just as warmly coloured. Perhaps they blush because they find themselves in such bad company. The imitation, of ancient terra cottas has reached such a pitch of perfection that all the best collectors have at some time or other been deceived, and nearly every museum in Europe has been victimised. The British Museum may deny that it has been deceived, but the same cannot be said by the authorities at South Kensington where much that was spurious has been eliminated, but where pieces which are not genuine still remain. At South Kensington also, in the Tours collection of French furniture, there are pieces purporting to date from the eighteenth century, which are not "above suspicion." South Kensington has also been deceived with a number of spurious Niellos—wonderful little pictures in enamel encrusted in silver, but they suffered in company with other eminent collectors, who were deceived by the wonderful skill and cleverness revealed in the imitations. A great number of these were put upon the market early in the nineteenth century, and many of them were afterwards confessed to by an Italian, who left a complete portfolio of designs, which is at present in the possession of the British Museum.

The opening piece given by the Philharmonic Society at their concert of Thursday night was Mr. Arthur Hervey's Concert Overture, conducted by the composer, and given for the first time in London on this occasion. We had many praises for the work when we heard it a few months ago at a provincial festival, and repetition only increases our partiality for this charming composition. Mr. Hervey has a most delicate pictorial vision which he is able to translate into musical phraseology with a delicate certainty and an idyllic sort of pose which reminds one of old Dresden china, or of paintings by Watteau. Even in some passage of excitement it is the excitement which one looks for in the gentle and ideal lives of the typical shepherd and shepherdess. Thus although there are agitations and sentiment of panting desire scattered throughout the work, you feel that it is all a delicate pattern in porcelain, or perchance some Grecian urn of which Keats wrote with so exquisite fancy and with so tender a realization of its marbled vitality. Mr. Gordon Tanner took the violin part in Beethoven's Concerto for that instrument and orchestra; we regret to say that Mr. Tanner's achievement did not altogether satisfy us; the work is one which requires the utmost poetry of temperament, and which demands from the solo player a comprehension of some of the deepest musical thoughts that ever visited the human brain. Mr. Tanner did not seem to realize the full responsibility of these facts; he did not seem to concentrate the full meaning of the great master into successive phrases as bar succeeded bar. He was lacking in breadth and lamentably thin; he seemed to want the power to rise to the heights of Beethoven's great emotion, and accordingly one judge him to be no more than a mere product of scholasticism. M. Emile Sauer took the pianoforte part, for the first time in England, in his new Concerto for that instrument and orchestra, and proved himself as a composer to run on precisely the same lines as he is a player—namely, as a master of excellent melodrama. Parts of the work were pretty, parts were commonplace, parts, so far as concerned the melodramatic element of which we have spoken, were wonderfully effective, but the whole work was of Adelphi drama all compact; we are really not exaggerating when we say that we could allocate, now this portion to the Despairing Mother, now that portion to the discovery of the infant after the stress of a heavy snowstorm, and again another portion to a crisis between the hero and the villain, the end streaming away into the universal happiness of marriage bells. This is a point of view of M. Sauer's work which we have, more or less, adopted from the first occasion upon which we heard him years ago; last night pointed and accentuated that point of view quite beyond all questioning. M. Sauer is a splendid musical melodramatist. Mr. Frederic Cowen conducted the concert (with the exception of Mr. Hervey's Overture, which was given under the baton of the composer himself with all his accustomed musicianship; the phrase is not meant in any generalized or commonplace manner, for Mr. Cowen is assuredly one who knows his orchestra thoroughly, and who understands perfectly well the exact effects which he intends to win from it. It only remains to add that Mme. Rosa Olitzka was the vocalist of the evening and sang Max Bruch's "Aus der Tiefe des Grames" with singular merit and distinction.

There are many excellent and fresh ideas in "The Londoners," as adapted by Mr. Henry Whitestone from Mr. Robert Hichens's novel. Rather too many in fact, for none is reared to dramatic maturity. The most prominent of the several independent stories of which the play is made up is, perhaps, that of Cloe, a young American girl who has been divorced by an American husband for, let us hope with her friend Daisy, "something American." She is anxious to get into English society, but this Daisy tells her is impossible. So she determines to personate her aggrieved husband. To aid her in her scheme, Daisy makes her one of a large house-party. Being supposed by everybody else to be a man, she is expected to do as men do—to smoke, to drink, and to take her part in the smoking-room conversation. When she gets a moment with Daisy, their embraces are witnessed, and give rise to unfavourable comment. There is also a young girl who pesters her with her attentions. An end to Cloe's distress is provided by the unexpected advent of her late husband, who again falls in love with her, as she with him. All the scenes of this part of the play are brightly and cleverly written, and in them Miss Florence Lloyd, handsomest and most plausible of all male impersonators, acts with unflagging vivacity. But nothing happens to Cloe that might not happen to her in any country house. This brings to another part of the story; it brings us, indeed, to another story altogether. The house that Daisy has hired for a time is the Palace of Mr. Lite, a vulgarian, known to the world of trade and advertisement as "the Bun Emperor." A considerable part of the opening act is taken up with the negotiations regarding the house, and it looks as if Mr. Lite is to have a large stake in the action. But having been made much of for a time, he is suddenly cast over and the play goes its way without him. The only thing he leaves behind him of any moment as contributing to the future action of the piece is an automatic sweet machine that stands in his hall, which brings us to the third and last element of the piece.

Among Daisy's guests is the Duchess of Southboro, a voracious woman with a jealous husband. Feeling famished in the night, she descends to the hall with a view to obtaining some penny pakcets of chocolate. Bush, a dense and ungainly old farmer, of whom Daisy makes a "protege," sees the Duchess at the machine and jumps to the conclusion that she is a thief and has come to "scoop the till." So he seizes her and raises an alarm. Her husband enters, and on the light being switched on mistakes their struggle for an embrace. The matter is, of course, cleared up before the end of the play. Now this incident might happen in any house where there was such a machine, or, indeed, were there none, since the Duchess's going to the sideboard or a cupboard would be equally open to Bush's misconstruction; it has nothing to do with Daisy, and it has nothing to do with Cloe. Still, it is made the climax of the second of the three acts. It will be seen that the piece is very loosely woven, far too loosely to have the proper effect of drama. But for all that it is very amusing, and those to whom some of its humours may smack of pantomime, will still find plenty to laugh at and enjoy. The dialogue though sometimes irrelevant, is very bright and at times almost brilliant. And the acting is—we should say was, for the piece is, we think, hardly robust enough to stand the night air—excellent. Of Miss Florence Lloyd we have already spoken. Side by side with her Cloe may be placed the Mrs. Lite of Miss Alice Beet, the Duchess of Southboro' of Miss Fanny Brough, the Rodney, an amusingly fatuous but unnecessary old man, of Mr. Aubrey Fitzgerald, the Bush of Mr. William Wyes, the Mr. Lite of Mr. Harvey Long, the Jacob of Mr. Ernest Cosham, and the Duke of Southboro' of Mr. Edmund Maurice. A crowded audience appeared delighted with the afternoon's entertainment.

At the St. James' Hall, the Grimson String Quartet, consisting of Miss Jessie Grimson (first violin), Mr. Frank Bridge (second violin), Mr. Ernest Tomlinson (viola,) and Mr. Edward Mason (violoncello), gave a concert ranging backwards from Tschaikowsky to Beethoven. The Tschaikowsky composition chosen was the Quartet in E flat minor Op (30) for two violins, viola, and violoncello. Now, Tschaikowsky is a composer who appeals so subtly to every sort of musician that it is possible to play him quite straight forwardly and still to read a certain harvest from the seed of his genius. On the other hand, precisely the same composition may, in the hands of poetical players, of players who seek for distant meanings in music, become a transformed thing, a palace of enchantment, an Arabian Night, a thing of mystery over which to brood in some isolated place where all is silence save the singing of the notes and the beating of the rhythm. These players frankly dismissed from their ambition this last described romantic aspect of the quartet; but they are nevertheless to be much praised for the scholastic and serious fashion with which they carried the piece through from beginning to end, noting its compartments with singular exactitude according to the marking of the score. Miss J. Grimson played for violin solo Joachim's not very interesting. Variations in E minor: she is assuredly a careful and charming player who possesses a singularly true ear, and who never, by any chance, although she often plays with feeling and significance, develops any sort of tendency to vulgarity. In fact we are even inclined to think that she does not surrender herself sufficiently to the emotion of the moment. Up to a certain point in these variations, she showed a most excellent technique, and stirred one up to expect later fulfilments which never came to look for a more complete capacity for overcoming difficulties which was never put to the test. In Beethoven's Quartet in, C major (Op. 59) for two violins, viola, and violoncello, her companions being the same as those mentioned above, she played the first movement quite admirably, and her fellow-players gave her most artistic assistance. Mr. Charles Copland sang Massenet's "Vision Fugitive" and two songs by Cowen with much sentiment and with fine accomplishment.

FOREIGN TELEGRAPHIC SERVICE,

APRIL 15.

STATE OF INTERNATIONAL COMMUNICATION.

GREAT BRITAIN—Via Teheran, Perfect Via Turkey. Perfect Via Suez, perfect.

CONTINENT OF EUROPE—Via Teheran, Perfect. Via Turkey perfect. Via Suez perfect.

AMERICA—Via Brest perfect. Via Valentia, perfect. Via Direct Cable, perfect.

AUSTRALIA—Via Penang, perfect. Via Amoor, perfect.

CHINA—Via Penang, perfect. Via Amoor, perfect. Via Bhamo, perfect.

AFRICA—Via Aden, perfect. Via Cadis Teneriffe, perfect. Via Lisbon, St. Vincent, perfect.

Cable Cayenne Pinheiros interrupted.
Cable Guantanamo Mole St Nicholas interrupted.
Cable Puerto Plata Martinique interrupted.
Cables Dominique Martinique, St, Lucia Martinique Guadaloupe Martinique. St. Lucia, St. Vincent, interrupted.
Telegrams will be conveyed frequently by steamers.
Cable communication with Martinique is open via Lisbon and Cadiz.
Telegrams can only be accepted at sender's risk.
Code addresses should not be used.
Cable Paramaribo Cayenne interrupted.
Cable Zanzibar Mombassa interrupted.
Private Telegrams for offices in the interior of Nicaragua and Costa Rica may again be accepted but at senders risk.
Telegrams for Dominica are subject to censorship,
Cable Accra Lagos interrupted.
Telegrams in Code may be accepted for Crete but those in cipher language are not admitted.
Cable New York Haiti interrupted.
Moulmein route to Siam interrupted between Yeh and Tavoy.

Latest dates of Foreign Messages received at Bombay from the United Kingdom during the 24 hours ending at 8 p.m. of the 15th April 1903.

(Difference in Longitude allowed for.)

Via.	Latest Dates.			Time occupied in transmission.	
	D.	H.	M.	Hours.	Minutes.
Turkey	...	..	...	...	...
Teheran	15	2	25 p m	...	38
Suez	15	2	20 p m	...	29

The occupied in the transmission of messages to Bombay during the 24 hours ending 8 p.m. 15th April 1893.

—	Maximum Time		Minimum Time,	
	H.	M.	H.	M.
From Calcutta	2	55	0	1
„ Karachi	0	21	0	1
„ Madras	0	28	0	12

ADDITIONAL hands have been imported to assist in winding up the affairs of the Delhi Art Exhibition, but there is still much to be done, and it is not improbable that Sir George Watt will have to postpone his departure for England in order to complete the catalogue. The proposal to keep the Durbar post and telegraph offices as military godowns has been negatived, and the demolition of those structures is rapidly proceeding. The four dragons on the site of the Burma Camp and the miles of chimney places will, however, still remain as mementoes of Lord Curzon's great "tamasha".

THE G. I. P. R. JUBILEE.

FIFTY YEARS OF INDIAN RAILWAYS.

STORY OF THE G. I. P.

ITS BIRTH AND DEVELOPMENT.

FIFTY years ago to-day,—on April 16th, 1853, the first railway train ever seen in this country, or for the matter of that in Asia, carried its first load of passengers between Bombay and Thana. On that day the first modest sketch of rails belonging to the Great Indian Peninsula Railway was opened. The first section of the line was only 31 miles in length, hardly anticipatory of the huge railway system which now exists in this country, but Sir William Yardley, the then Chief Justice of Bombay, spoke with the spirit of prophecy at the opening ceremony. "Though," he said, "some may think the existence of twenty miles of railway on this immense territory is no great matter to boast of, I cannot help regarding it as a great and momentous fact pregnant with the most important consequences and with the best hopes for the future of the people of India. I believe, he continued, it will be difficult for the most vivid imagination to conceive, or for the most eloquent tongue to describe, the effect which an extensive system of railway will produce upon the physical, moral, and intellectual condition of the immense and industrious population of this great country hitherto so imperfectly provided with the means of internal communication." After 50 years we look back, and find it almost impossible to conceive of the condition of the country before the advent of the railways; but we in Bombay may be proud of the fact that it was Bombay Presidency and Bombay City, against which the charge of unprogressiveness is sometimes levelled, which entered into and carried to a successful issue India's first railway scheme. The history of the Great Indian Peninsula Railway, the pioneer of all railways in Asia during the past 50 years, is as interesting as it is remarkable.

The initial venture, as we have already pointed out, was an extremely small one. Although apparently it met with the cordial co-operation of the Bombay Government, it cannot be said that Government were greatly impressed at the time with its importance. The first suggestion of railway communication in India was mooted during Lord Dalhousie's administration in 1843, and shortly after that date the plans for a line from Bombay to the Deccan were prepared by Mr. G. T. Clark, who subsequently became the Chief Executive Engineer of the Company. He proposed to construct a line the name of which he suggested should be "Bombay Great Eastern Railway" running from Coorla to Thana. It was proposed that the line across the Sion Marsh should be floated on large hurdles formed of mangrove bushes. The line moreover was not intended to be used wholly for steam power. Goods and merchandise were to be carried across the new causeway by horse power, and only two locomotives a day were to be run for passenger traffic. It was estimated that ten locomotives would be required to carry out this scheme, but the proposal to use horses was eventually rejected and locomotive power for all traffic was suggested, the speed to be

TEN MILES AN HOUR.

Eventually this scheme was submitted to the investigation of a Government Committee and of an English Engineer, and in 1845 the project had advanced so far as to be placed before a public meeting in the Town Hall of, Bombay. However, the subject of the establishment of railways in India had also been under discussion in England, and about the time that an "Inland Railway Association" was formed in Bombay a Company having as its object the establishment of the "Great Indian Peninsula Railway Company" was being organised in London. This latter company apparently got to work with great spirit. It quickly sent out its agent in the person of Mr John Chapman to this country, and a large and influential "Provisional Committee" was formed in 1845 in Bombay, It is very interesting to note how this committee was constituted. Mr. A. S. Ayrton, of Messrs. Ayrton and Walker, was given the post of Secretary, Mr. J. P. Willoughby, Chief Secretary to Government, was made chairman, and the list of ordinary members contained the following names:—Mr. R. W. Crawford, of Messrs. Remington and Co., Deputy Chairman; Col. G. R. Jervis, Chief Engineer and member of Military Board; Mr Cursetjee Cowasjee, J. P, Mr. S. S. Dickenson, Mr. Bomonjee Hormusjee Wadia, J. P, Mr. J. Smith of Messrs. Nicol and Co., Mr. J. H. Jackson, Mr. Viccajee Meherjee, Mr. H. H. Glass, Collector of Customs, Mr. Juggonathjee Sunkersett, J. P., Captain J. Swanson, Presidency Pay Master, Mr. Cursetjee Jamsetjee Jejeebhoy, J. P., Mr. R. Spooner, Deputy Collector of Customs, Mr. Dadabhoy Pestonjee Wadia, J.P., Mr. Gilbert Farie, of Messrs. McVicar, Burn and Co., Messrs. P. W. Le Geyt, Senior Magistrate of Police, Jeejeebhoy Dadabhoy Mooghana, merchant, and B. Remington, of Messrs. Remington and Co., were made the first Trustees. The scheme was approved by Government at the head of which was Sir Geo. Arthur and naturally with such a project in view the old scheme was out of place, and the "Inland Railway Association" was accordingly dropped. The work of survey and examination was at once commenced, and it is interesting to note that at this early stage of the Company's history Mr. Robert Stephenson, the son of the great George Stephenson, was the Consulting Engineer of the Company. On August 1st, 1849, the Act to incorporate the Great Indian Peninsula Railway Company was passed, and on the 17th August the contract was signed. This contract stated that the capital should be half a million sterling, and contained a provision enabling the Company to double its capital in the event of it being possible to extend the Railway to Kalyan, 34 miles from Bombay. The Chairman of the Board of Directors in London was Lord Wharncliffe, and Mr. Cornelius Nicholson became the Superintending Director. Eventually the following dimensions for the line were adopted:—

Minimum clear width between tracks ...6′=0″
„ distance of platform wall from rail ...2′=6″
„ clear height for all over openings above rails...14′=6″
Breadth from centre to centre of buffers..6′=5″
Height to centre of buffers above rails ...3′=6″

The Consulting Engineer, Mr. Berkley, devoted the first year or so to the survey of the line to Thana, and in 1851 Messrs. Faviell and Fowler entered into a contract for the construction of that length On the 16th of April, 1853, the first section of the line was opened. The day was observed as

A PUBLIC HOLIDAY

and the description of the opening ceremony which was performed by Sir William Yardley. In looking back upon that day, which after all was fraught with great consequences for the Indian Empire, it is not uninteresting to note a few of the names of those who were present. The Governor of the Presidency, Lord Faulkland, we are told, was personally so unconvinced of the importance of the occasion and had so little faith in the possibility of success that he left Bombay on the eve of the event, having merely visited the works and passed over the line in his private capacity the day before. But the list of names of those who attended at that interesting function contained numbers who even now will be remembered by numbers of people in this presidency. Major Swanson occupied the chair. He was supported by the Hon. Sir William Yardley, Chief Justice; Sir Henry Leeke, R.N.; the Hon. Messrs. Bell and Blane, members of Council; Sir Charles Jackson, Puisne Judge of her Majesty's Supreme Court; Col. F. P. Lester; Surgeon-General Taylh, Superintendent Surgeon Boydor; Col. Woodburn, C. B; Mr. Le Messurier, Advocate-General; Messrs. A. D. and E. F. Robertson-Colonels Willoughby and Blood; Lieut.-Col. Lyons; Mr. Le Geyt; Major Parr; Major Trevylian; Capt. Cruickshank; Capt. Cranford; Doctors Stowell, Morehead, Giraud, Coles, Campbell, Yuill, Bremner and Ballingall; Captains W. F. Leeson and A. Price; Mr. G. Grant; Messrs. West and Johnson, Judges of the Small Causes Court; Mr. William Howard, Barrister at Law, Mr. Berkeley; Chief Engineer of the Railway; Mr. Scott, Secretary; Mr. Roche, Traffic Manager; Mr. J. A. Russell, Mr. Gilmour, Mr. Binny, Mr. A. Scott, Mr. W. Scott, Mr. Graham, Professor Green, Mr. R. X. Murphy, Capt. Porter, I. N., Mr. F Hutchinson, Mr. A. W. Elliott, Mr. G. S. Judge, Mr. S. Compton, Mr. C. Kingcome, Mr. R. H. Thomas, Mr. W. Sanderson, Mr. N. Spencer, Mr. T. Flynn, Mr. W. G. Allan, the Rev. Dr. John Wilson, Mr. R. W. Bone, Mr. C. M. J. Pollock, Mr. F. Darby, Mr. J. G. H. Brown, Mr. J. T. Cuoellier, Mr. N. Fernandez, Mr. S. S. Dickinson, and many others. Some of the speeches at the tiffin are well worth recalling.

SPEECHES FIFTY YEARS AGO.

Sir William Yardley proposed "Success to the Great Indian Peninsula Railway," and his speech contains a number of allusions to the aspirations of those responsible for the new undertaking. He said that the 16th April, 1853, was and would long continue to be one of the most memorable days in the annals of British India. They had often met together to celebrate with national pride and exaltation many a glorious triumph, many a brilliant victory, many a great and solid achievement of British valour and genius in the East, but on those occasions there was mingled with the exaltation of the moment a feeling of sadness and sorrow for the fallen, and of sympathy for the vanquished, though they were our foes. But here at length was a triumph without any corresponding humiliation, a victory without any corresponding defeat; a great and solid gain without any corresponding loss, and we could with consistency and prosperity unite the whole people of India, whatever their race or lineage, cordially to join with us in celebrating the inauguration of the Great Indian Peninsula Railway. This was not the triumph of nation over nation, of race over race, of man over his fellowman. It was the triumph of mind over matter of patience and perseverance guided by skill and directed by science over physical obstacles and difficulties, and though some might think the existence of 20 miles of railway in this immense territory was no great matter to boast of, he could not help regarding it as a great and momentous fact, pregnant with the most important consequences, and with the best hopes for the future of the people of India. He believed it would be difficult for the most vivid imagination to conceive, or for the most eloquent tongue to describe, the effect which an extensive system of railway would produce upon the physical, moral, and intellectual condition of the immense and industrious population of this great country, hitherto so imperfectly provided with the means of internal communication. He thought it would be taking a narrow and incorrect view of this interesting subject to suppose that only the physical condition of the people would be improved by the introduction of this, the latest, and perhaps the most important of the achievements of science and civilization. They would infallibly advance in all other respects, physically, morally, and intellectually. To suppose the contrary would be to suppose an anomaly that never existed.

All the arts of life, the modes of thought, the social institutions of the country, too, gradually adapt and assimilate themselves to the higher standard of civilization thus established. The original estimate for constructing the experimental line to Callian was half a million sterling, but it would be completed in the most solid and substantial manner for 20 per cent. less than that sum, and this would include permanent way, engines, carriages, and machinery of every description and in ample qualities; in short everything properly chargeable to capital. He was informed, moreover, that this first section of the line to Callian had been constructed for £10,000 less than the estimate, and almost the whole of this great work had been completed in one fair season. He had heard of a good deal of dilatoriness, but here was an instance of despatch and promptitude in a country in which such undertakings were entirely new that would have done credit to all the parties concerned, if it had happened in England or any other country in the world. It was also most gratifying to be informed by the highest authorities in these matters that the native workmen employed on the line to the number of 10,000 at a time had proved most docile, intelligent, and industrious, and the future progress of this great undertaking would be immensely facilitated by the abundant supply of skilled labour which under English superintendence had been formed out of

THE RAW MATERIAL OF THE COUNTRY.

There were youths who had not reached the age of manhood now at work on the line who were earning wages four or five times as high as those which they would have obtained for their rude and uninstructed labour, and this not on account of the increased demand for labour but entirely owing to the skill and dexterity which they had acquired under competent instructors. All these facts which he had learned from the able and intelligent gentlemen forming the official staff of the company at Bombay were, it must be admitted, most honorable to all concerned, to the Engineer who made the surveys and estimates, to the local boards who made the contracts, to the contractors who executed them, and, last but not least, to the patient, industrious, orderly, and docile workmen employed on the line. All these things seemed to afford great encouragement to railway enterprize in India. He had not attempted, nor should he attempt to calculate what return would ultimately be made for the capital expended. He had already expressed his belief that it was quite impossible to estimate the effect to be produced by an easy and rapid mode of communication with the interior of a populous and productive country which has never, as regards the greater part of it, known what it was to possess even a descent system of roads for bullock carts, but the people of which are so prone to commercial enterprise that, as he had been informed by a gentleman whose business it had been on behalf of the Company to enquire into these matters, the amount of traffic pouring down the rugged and almost impracticable gorges of the Thal Ghaut, was amazing and almost incredible, considering the difficulties of the route. He confessed he looked to the future of this great and interesting country with intense interest and sanguine hope, and believing that a well designed system of railways, ably and prudently executed, would be the most powerful of all wordly instruments of its advancement and civilization in every respect.

THE FIRST OFFICIALS.

The chairman in his reply alluded to services rendered to the Railway by some of the more prominent of its officials. In the course of his speech he said he begged permission to mention those gentlemen to whose services the Railway Company were mainly indebted for their works having arrived at their present stage. First he would bring to their notice Mr. Berkeley, the talented Chief Engineer, and his very efficient staff, by whom the works have been planned and under whose direction and superintendence they are being carried out. Next he would mention the very enterprising contractors by whom these works are being executed. The first of these Mr. Faviell had constructed the line from Bombay to the place they were in. Mr Faviell was a stranger to India and undertook the contract in England. He came to this country and had executed his work in a manner satisfactory to all the parties and his creditable completion of which they have just had the opportunity of seeing. Next he would mention Mr. Jackson, by whom a further portion of the line was being executed—a shorter but a more difficult section—and under whom it was rapidly progressing to completion. He wished the ladies and gentlemen present could see the noble viaducts which Mr. Jackson has constructed not far from that spot; viaducts by which the arm of the sea that separated them from the main land, had been spanned; also that they could see the tunnels by which Mr. Jackson had perforated the mountain beyond, He would further mention the native contractor, by whom a third and more distant portion of the line was being constructed, and who was worthily emulating the gentlemen just named. The next gentleman he would name as one to whom the Railway Company was indebted, was the excellent Secretary Mr. Scott, who had long been connected with this undertaking and whose assistance had been most valuable to the Directors in this company. Last, but far from the least, he would bring to their notice the Traffic Manager and Locomotive Superintendent Mr. Roche The speaker considered that the Railway Company had been most fortunate in obtaining the services of so able and experienced a Superintendent, a specimen of whose management they had had in the able arrangement he had made for bringing the Company there that day.

THE ENGINEER'S SPEECH.

The speech of Mr. Berkeley, the Engineer of the new Company, is also interesting. He said :—

I know that nothing which I can say will add to the effect of this great public event, when 500 people have been conveyed together from Bombay to Thana by locomotive power within the short time of our journey, a fact that must speak eloquently to the people of this nation, that has spoken to the teeming crowds along our route, and in tones that must penetrate the remotest recesses of India but there are observations connected with our past operations, which are calculated to inspire public confidence in similar undertakings in this country, and, therefore, I feel it to be an incumbent duty to make mention of them. Ladies and gentlemen, the materials of this country have proved to be abundant and suitable for the construction of the railway. We have found, too, that notwithstanding the severity of the climate we have been able to maintain the constant and vigilant European superintendence of the works which is so esssential to their proper execution. The native labourers have far exceeded our expectations To the many commanding officers of native troops here present it would be vain in me to speak of their docility, their endurance, and their discipline; to the civilians who have conducted the business of their large efficient offices in Bombay it would be vain to speak of their talent and their industry; but, ladies and gentlemen, there is a fresh source of encouragement to be derived from the construction of the railway, that the very lowest caste of natives, upon whose members we must mainly rely for executing the works upon our extensions, are capable of becoming skilful and handy artizans, and that notwithstanding those superstitions which so many affirmed to be indomitable, they have readily adopted the use of new mechanical appliances Again the management of this company was so peculiarly constituted as to be regarded by many as a matter of experiment whether it would answer or not. I allude to the affairs of a company of private capitalists being managed by their own appointed directors, but under close Government supervision my official position has given me opportunities of judging upon the matter, and I cheerfully bear my testimony to its success, and state my opinion that it is owing in a very great measure to the temperate and able manner in which the Government officers have exerted the authority entrusted to them; and I take this opportunity of expressing my regret and that of many here present that Mr. Goldsmid, the Financial Secretary, who has laboured with great talent and effect in the business of the Railway Department should have been prevented by severe domestic affliction from sharing our triumph to-day. There is yet another point. The contracting system has proved eminently successful in this undertaking, that system, by which the finest railway system in the world has been begun and completed far within the limits of a single age, and it is only an act of justice to the Company's contractors, Messrs. Faviell and Fowler, that I should declare before this large and influential meeting my opinion that our thanks are due to them for their enterprise in embarking for this country to undertake a contract of small amount and upon very moderate terms, and for the energetic and satisfactory manner in which they have executed it. These, ladies and gentlemen, are strong grounds of encouragement to us, who are now looking forward to the construction of the Ghaut extensions, and they leave no excuse for delay in proceeding with them. It may seem a little thing to those who are familiar with the history of recent days to open a railway only twenty miles long, but we have to-day publicly introduced to this rich and populous nation those two great agents, steam and iron, in the form of most powerful system that modern invention has devised for the extension of commerce and for the promotion of civilization, and I venture to say that it behoves all those who are in authority that it behoves all those who value the commercial prosperity of this country or are interested in the railway itself, to take care, as far as it lies in their power to do so, that there is no delay in proceeding with the extensions.

FURTHER DEVELOPMENTS.

A little more than a year after this interesting ceremony the second stretch of line was opened, and the railway now extended to Callian. From the first the railway was a success. The receipts for the first half year averaged £342 per week, and the working expenses amounted to only 46 per cent. of the gross receipts. On March, 1855, a resolution was passed by Government on the report of the survey of the Bhore Ghat, and the following quotation from it show that Government were now at any rate waking up to the possibilities of the undertaking :—

"The minute and detailed inspection of the spur of the Bhore Ghat, which has now occupied so many seasons, and the result of which is now submitted with Railway Company's letter No. 257, dated 1st instant, is sufficient to satisfy Government that no question can hereafter arise as to the best practicable incline at this point having been selected. The work is one the extension of which will be watched with interest not only in this country but in Europe, and his Lordship in council considers that it is but just to the officers employed upon it that every means should be taken to afford those interested in such matters, though strangers to the locality, sufficient information to judge of the difficulties to be surmounted."

The difficulties surrounding the work were innumerable and immense One of the greatest of these was the lack of water for those engaged upon the work of construction. Although pipes were laid from various sources it was necessary to keep 1,500 bullocks constantly employed on the carriage of water alone. In the season of 1859-60 the works were twice nearly closed by visitations of cholera; but in the following working seasons of nine months each the average number of work people employed was more than 30,000. In 1861 there were as many as 42,000 upon the works. There were few accidents and the work proceeded vigorously. On the 30th March, 1863, seven years and three months after the beginning of the works, an experimental train consisting of two Ghat engines with three brake vans was run through for the first time, and it accomplished the distance of 13 3-4 miles between Palestari and Khandalla in 52 minutes.

THE ENORMITY OF THE WORK.

The Ghats were eventually passed, and one cannot look back upon the immensity of the undertaking without a feeling of astonishment that men were found willing to undertake it. The facts enumerated below will give some idea of the tremendous task which faced the engineers of the Great Indian Peninsula Railway when confronted by the Bhore and Thul Ghats :—

	Thul Ghat.	Bhore Ghat.
Total length of Incline	9 miles 26 chains	15 miles 69 chains
Total Rise	972 feet	1,831 feet
Number of Tunnels	13	25
Total length of Tunnels	2,652 lin yards	3,985 lin yards
Longest Tunnel	490 lin yards	437 do
Cost per lineal yard	Rs. 423	Rs. 422
Number of Viaducts	6	8
Total length	741 lin yards	1,330 yards
Largest Viaduct	No. 5 {250 yds long 200 ft high	No. 6 {168 yds long 139 ft high
Next largest Viaduct	No. 6 {150 yds long 69 ft high	No. 1 {168 yds long 127 ft high
Third do	No. 2 {143 yds long 84 ft high	No. 2 {128 yds long 95 ft high
Flattest Curve	80 chains radius	80 chains radius
Sharpest do	17 do	15 do
Flattest Grade	1 in 148	1 in 330
Steepest do	1 in 37	1 in 37
Legth of 1 in 37	4 miles 23 chains	1 mile 38 chains
do 1 in 40-45	13 do	9 miles 48 do
do 1 in 50	42 do	3 do 15 do
above 50	3 miles 61 do	60 do
Excavation in Cuttings	1,241,000 cub yds	1,6[illegible]3,102 cub yds
Largest cutting measures	58,000 do	124,050 do
Earthwork in Embankments	1,245,000 do	1,849,924 do
Largest Embankment contains	220,000 do	364,300 do
Work commenced in	1857	January, 1856
Opened	January 1865	May, 1863
Total cost	Rs. 66,12,217	Rs 1,05,00,297
Cost per Mile	Rs. 5,62,210	Rs 6,64,575
Cost of flattening Slopes	—	Rs 3,76,764

The Ghats passed, the work was rapidly pushed forward, and by the 1st of May, 1871, the terminus at Raichur was reached. His Royal Highness the Duke of Edinborough took part in the ceremony of the opening of the line from Bhosaval to Jubbulpore, and the occasion was one of great rejoicing. The speech of his Excellency Lord Mayo on that occasion is worth recapitulation as it contains some facts which could not be put more explicitly or concisely.

LORD MAYO ON RAILWAY DEVELOPMENT.

Lord Mayo said :—

"On this day the great distance of 1,070 miles of the Great Indian Peninsula Railway system has been opened to the public; Calcutta and Bombay are brought into close connection, and this great Peninsula is at last bridged by a railway 1,300 (sic) miles in length. When we look back to the history of this undertaking we must recollect the very great difficulties which attended its early progress. The thing is now comparatively easy, much more is known, the organization of labour is less difficult, and our able Engineers have the light of experience and history to guide them. But in the early days of this undertaking far greater difficulties which no longer exist had to be encountered, and, therefore, we must make due allowance for what may perhaps seem a rather protracted period over which these works have extended. During that time periods of great scarcity occurred; the Mutiny also occurred in the early history of this enterprise, and there have been several violent outbreaks of disease and when we look back upon the whole history of this Railway we may well wonder at the perseverance by which in its earlier stages the work was carried on. So far for the past. For the future, railway enterprise in India is to be carried on on a somewhat different system. In 1868, two years ago, the grand trunk lines connecting Madras, Bombay, and Calcutta were evidently approaching completion, 4,000 miles of railway nearly finished at a cost of something like £85,000,000. It was thought desirable by my distinguished predecessor and his colleagues at that period of the history of railways in India to consider in what way railways should best be constructed in the future The opinions of Local Governments and various authorities in India were asked, the whole question was carefully discussed, and after much consideration the conclusion was arrived at that for the future railway extension should be conducted by

THE DIRECT AGENCY OF GOVERNMENT.

It was thought desirable that if possible, at the earliest possible moment, the whole country should be covered with a net work of lines on a general and uniform system. The aggregate length of the lines composed by the whole scheme will be upwards of 15,000 miles; of these 4,000 miles are at present open, 1,000 miles are in progress, and 900 are about to be immediately commenced. We have the example before us of the works undertaken and completed by guaranteed companies. I should be the last person to say a single word against what has been done in India in past days, but I believe most firmly that the great arterial lines having now been made through the intervention of the great companies, we shall be able to conduct the less important works in a cheap manner and in a manner more conducive to the interests of the country than heretofore. And I believe that this great congeries of lines, though its construction will extend over a long series of years, will form a system of railroad communication equal to any in the world. It will have this great advantage that the whole railway system of India will be conducted on the uniform principle, and that we shall work up to one well-considered laid down plan. In a generation we have placed in India as great results of British enterprise as exist in any other part of the world, and these gigantic movements of early rule will, for ages, remain as lasting memorials of the good we have done and the benefits we have conferred on the people of this country.

How far these remarks have been justified in the years that have passed since they were made it is now possible to estimate. As a matter of fact there are now in existence nearly 30,000 miles of railroad. The completion of the line to Jubbulpore was followed by the connecting up of the great lines across India to Calcutta and Madras. On the 16th of February, 1871, the Amraoti State Railway was brought into the scheme, in March of the same year a junction was made by the Khamgaon State Railway. On the 1st of February, 1874, the Holkar's State Railway was connected, and on the same day a connection was effected with the Wardha Coal State Railway. In March, 1878, the Dhond and Manmar State Railway was brought into connection with the main lines, and the Nizam's Guaranteed State Railway was joined up on the 1st January, 1879. Since then other connections have been made as follows :—

The Nagpur-Chhattisgarh State Railway, now the Bengal-Nagpur Railway, at Nagpur, 6th April, 1880; the Bhopal State Railway, now the Indian Midland Railway, at Itarsi, 1st June, 1882; the Southern Mahratta Railway at Hotgi, 1st August, 1884; the Southern Mahratta Railway at Poona, 4th October, 1890; the Barsi Light Railway at Barsi Road, 1st March 1897; and Hyderabad-Godavery Valley State Railway at Munmar, 20th October, 1899.

MORE HISTORY.

But although progress was so rapid the G. I. P. railway has passed through many vicissitudes since what may be called the initial difficulties were overcome. It has played a great part in many of the big problems which have faced the Indian Government during the last fifty years. In the great famine of 1877 the G. I. P. Railway was devoted solely to the uses of Government, and so well did its officers carry themselves in that time of stress that they gained the highest eulogia of Government. It was about this time, too, that work was commenced upon the beautiful buildings which constitute one of the chief architectural features of this city the Victoria Terminus. In the first instance the officers of the Company were situated in Elphinstone Circles, then known as Bombay Green. "Bori Bunder" was commenced in May, 1878, and the offices, a were erected from the designs of Mr. Frederick W. Stevens. The station proper was erected under the supervision of Mr. T.W. Pearson, District Engineer, and was opened for traffic on the 1st of January, 1882. The magnificent structure in which the offices are located were, however, not completed until May, 1888. The cost of the work excluding the permanent way was no less than Rs. 26,75,870. The buildings were named "Victoria Terminus" on Jubilee day, 1887, in honour of her late Majesty Queen Victoria. An interesting development at the Terminus was carried out in the year 18[illegible]3, the installation of a completed system of modern apparatus for the interlocking of joints and signals. This work which represents the largest system of interlocking in India was carried out at a cost of Rs. 87,342. The latest and the most important fact to be noticed in connection with the history of the Great Indian Peninsula Railway is the taking over of the line by Government. This was brought about on the 1st of July, 1899. The terms of the contract by which this purchase was made is interesting, and were stated as follows:

THE PURCHASE CONTRACT.

"At any time within six calendar months after the expiration of first twenty-five years of the said term of ninety-nine years, or at any time within six calendar months after the expiration of the first fifty years of the same term, it shall be lawful for the East India Company to give notice to the said Railway Company in London and at Bombay of their intention to purchase the said Railway . . . . . and the East India Company shall be bound to pay in London, on the said half-yearly day, for the purchase of all the same premises, the full amount of the value of all the shares or capital stock in the said Railway Company, calculated according to the mean market value in London of such shares or stock, during the three years immediately preceding the expiration of the said period of twenty-five years or the said period of fifty years, as the case may be." And further:—

"It shall be lawful for the East India Company, instead of paying a gross sum of money in respect of the premises, to declare by notice to the said Railway Company in London their option to pay an annuity to be reckoned from the time when the gross amount would be payable, and to continue during the residue of the said term of ninety-nine years, and, in that case, such annuity shall be payable in London on such two half yearly days in the year as shall be selected by the East India Company in that behalf, with a fractional part for any broken half-year, the rate of interest which shall be used in calculating such annuity being determined by the average rate of interest during the preceding two years received in London upon public obligations of the East India Company, and which shall be ascertained by reference to the Governor or Deputy Governor of the Bank of England for the time being."

The purchase price was fixed at £38,859,217-17-6, the equivalent of twenty millions sterling (the amount of the Company's capital) at a premium of £74-5-11 per cent.

DETAILS OF CONSTRUCTION.

The rails of the permanent way originally laid by the old Company were of iron and weighed 68lb. and 84lb. to the yard. These have, however, been replaced by steel rails weighing 69lb., 82lb. and 86lb. to the yard. The sleepers were originally wooden, but these have to a large extent been replaced by iron pots. On the 1st of December, 1901 there were about 1,670 miles of bowl sleepers and 65 1-2 miles of wooden sleepers. The whole of the South-East line, excepting the Ghat section, is laid with iron pots. On the Dhond-Manmad line the rails are chiefly double headed steel, 69lb. to the yard laid on iron pot sleepers. On the Wardha Coal Railway there are 26·88 miles of 69lb. double headed steel rails and 27 miles of 68lb. iron rails. The sleepers throughout are of half round teak. Some of the particulars regarding the construction of the other lines on the G. I. P. system may be worth recording. The Khamgaon Railway was originally laid with 57lb. flat footed rails in cast iron pots, but in 1895 the whole of these were removed and replaced with second hand 68lb. iron rails and cast iron pot sleepers. In the Amraoti Railway the permanent way is laid with 68lb. iron rails. On the Indian Midland Railway the main line is laid with flat footed steel rails 80lb. to the yard and oval pot sleepers, weighing 92lb each bowl, excepting the line from Cawnpore to the South Bank of the Jumna river near Kalpi, where the rails are 75lb. to the yard, double-headed, laid on Denham-Olphert's sleepers with 20feet width formation. The late Sindia State Railway was originally laid with iron rails 60lb. to the yard on transverse deodar sleepers; the latter from time to time as they deteriorated have been renewed with Midland Railway pot sleepers. Up to the end of 1901, 74·53 miles of track have also been relaid with Indian Indian Midland Railway steel rails 80lb. to the yard On the Bina-Goona section the permanent way consists of 75lb. steel rails laid on steel transverse sleepers. This is also the case with the Bhopal-Ujjain Railway. The Gwalior Light Railway is laid with 30lb. steel rails on sal and steel trough sleepers.

TUNNELS AND BRIDGES.

Some of the tunnels on the line are remarkable. Over nine of them on the Bhore Ghat are over 500 feet and over seven on the Phul Ghat exceed that distance. There are in addition 27 tunnels varying in length from 132 feet to 50 feet and aggregating 7,834 feet. There are also on the line the following bridges of 1,000 feet in length and over.

Bhima (between Diksal and Katraj) 28 spans of 40 feet; Cogni (between Shahabad and Wadi) 16 spans of 75 feet, 6 spans of 60 feet, and 12 spans of 30 feet; Krishna (between Krishna and Chicksugur) 36 spans of 100 feet; Tapti (between Bhusaval and Daskheda) 5 spans of 142 feet, and 28 spans of 62 feet; Mund (between Naghjhari and Paras) 15 spans of 60 feet; Towa (between Gurra and Bagra) 4 spans of 202 feet, and 2 spans of 132 feet; Nerbudda (between Bikrampur and Shahpura) 5 spans of 142 feet and 6 arches of 40 feet; Bhima (between Dhond junction and Pimpri) 18 spans of 40 feet; Godavari (between Puntamba and Samvatsar) 21 spans of 50 feet; Ken (between Khairada and Banda) 12 spans of 100 feet, and 1 span of 250 feet; Betwa (between Oorcha and Barwa Sagar) 13 spans of 150 feet and 1 span of 60 feet; Dhassan (between Rora and Harpalpur) 13 spans of 100 feet; Jumna (between Chaunrah and Kalpi) 10 spans of 250 feet; Bearmi (between Damoh and Ghatira) 11 spans of 100 feet; Betwa (between Talbahat and Basai) 9 spans of 150 feet; Sindh (between Sanagir and Dabra) 9 spans of 100 feet and 1 span of 60 feet; Chambal (between Hetampur and Dholpur) 12 spans of 136 feet and 2 spans of 136 feet; Betwa (between Bina and Damoh Mangavali) 16 spans of 100 feet; Parboti (between Dharmaoda and Bhuba) 11 spans of 100 feet; and Nerbudda (between Hoshangabad and Budni) 14 spans of 150 feet and 1 span of 60 feet.

ACCIDENTS.

The working of the railway has not been without, accidents, but loss of life has much rarer than one would have supposed in view of the conditions under which the line has been constructed and worked. The greatest number have been caused by circumstances over which no company, however perfect its arrangements, could have exercised any control. Floods, landslips of the Ghats, and the falling of the bridges and embankments due to heavy rains have been the commonest sources to accidents. Collisions have been rare. Probably the best remembered disaster on the G. I. P. line was that which has come to be known as the Bhore, Ghat accident. This occurred on the 26th January, 1869. The mail train, whilst descending from Khandalla in the early morning, ran away down the incline. Part of it dashed over the steep slope at the end of the Reversing station and was wrecked. When the engine struck the buffer stop the speed had been reduced to about 15 miles an hour and had there been another quarter of a mile of clear line there is little doubt that the accident would have been averted. Nineteen natives were killed, and one European and forty-two natives were injured. The accident was attributed to the slippery state of the rails owing to a heavy dew coupled with a mismanagement of the brakes until too great a speed had been attained. The most serious catastrophe which has yet occurred on the line, however, so far as loss of life is concerned, was the accident which befel to Nagpur troop train on the 5th November, 1891. A heavy train conveying troops and also the Commander-in-Chief and his staff to Nagpur was wrecked owing to the breakage of the tyre of one of the wheels of the front engine. The greater part of the train was hurled over a high embankment. Twelve European soldiers were killed and 25 injured and six of the train staff were also killed, only two escaping. Fifteen natives were also injured. Another notable disaster was the fall of the Mhowke-Mullee viaduct on the Bhore Ghat. This bridge consisted of eight 50-feet arches which in their highest position reached 135 feet from the ground. Slight cracks had appeared in the arches, but from days before the accident the viaduct was inspected and held to be safe. However, the report on this inspection had hardly been handed in when the report of the fall of the bridge was received. It is also stated that a plate-layer was engaged at work on the viaduct when he felt the masonry below him giving way. He shut his eyes and ran for all he was worth to the end of the bridge. When he reached solid ground, he looked round to find that the bridge had disappeared. This accident led to a strict examination of all the works along the line, and a great deal of reconstruction and alteration was subsequently done, so that in one way the disaster served to good purpose

The above facts which have been culled from the Administration Report of the Railways in India are chiefly interesting because of the departure which was made in the G. I. P. Railway of renewing the old wooden sleepers with the cast-iron sleepers. This is a characteristic of this Railway, and although at the outset it was a speculation it has proved a very paying one. Thousands of these iron sleepers have now been laid for over 30 years, and they are as good as new One other matter in connection with the structural work of the G. I. P. Railway is worthy of mention. This is the renewal of the girders of the Ebegaon Viaduct. Three pairs of Warren girders of 150 feet span had to be removed without stoping the traffic, and this at a height of 500 feet from the ground. There was no possibility of a diversion of the rails or of the erection of a staging to support the new work. The whole business was, however, carried out so cleverly that at the end of little more than a year it had been completed without mishap.

THE ROLLING STOCK.

Great improvements have been made recently in the rolling stock. Renewals have been general and complete. The express engines are equal to any to be found in India; the bogie carriages with their easy running, make long distance travelling in India far more comfortable than one would expect Moreover they compare very favourably with those employed on the big lines of the continent of Europe. On the other hand the carrying capacity of the goods wagons has been increased, and a number of improvements in the construction of the rolling stock have made the system of trains now running on the G. I. P system very effective and very efficient. Great strides have also been made recently in the matter of speed. At first the daily mail to Calcutta via Jubbulpore made the journey in 52 hours, and travelled at an average rate of 27 miles an hour. The mail now completes the journey in 45 3-4 hours, which gives an average speed per hour including stoppages, of rather over 30 miles an hour. The portion of the journey upon the G. I. P. Section—about 616 miles—occupies 21 hours, so that the rate of speed is there also practically 30 miles an hour Excluding stoppages the speed maintained by the mail is about 35 miles an hour. To prove that this is not merely a theoretical figure the "Weekly Overland Express" upon which arrangements are made for refreshments, actually performs the journey in 40 1-2 hours practically 35 miles an hour. However what can be done in the way of speed has been proved continually on the occasion of the Annual Races at Poona. Although sixteen miles of this journey is the ascent of the Ghats the whole stretch of 119 miles is covered in 3 hours 26 minutes. On the level a speed of 44 miles an hour is attained, and the through speed is 37 miles an hour. Better speeds could of course be attained but for the steep gradients which have to be ascended. No less than 805 miles are on a gradient of at least 1 in 300 and more than a third of the total mileage is on a gradient of at least 1 in 200. The following figures show what gradients are encountered on the system :—

1 in 50 or less	19·312 miles.
1 in 51 to 1 in 80	2·360 "
1 in 81 to 1 in 100	62·097 "
1 in 101 to 1 in 200	516·071 "
1 in 201 to 1 in 300	204·780 "

STATISTICS OF FINANCE AND TRAFFIC.

The statistics of the finance of the old company are very interesting The following figures showing the capital expenditure of the company up to 1900 may be found interesting :—

	£
1850	35,936
1852	193,521
1854	482,452
1856	1,002,562
1858	2,079,868
1860	4,084,122
1862	7,123,220
1864	9,516,887
1866	12,373,558
1868	16,077,200
1870	19,844,502
1880	22,862,340
1890	24,632,560
1900	25,775,693

The following table shows the Revenue earnings of the G. I. P. Railway at quinquennial intervals and also those of 1891, the Company's record year :—

Year.	1st Half.		2nd Half.	
	Total Receipts.	Net Earnings.	Total Receipts.	Net Earnings.
	Rs.	Rs.	Rs.	Rs.
1853	...	From 18th Apr.	97,778	52,800
1854	1,55,473	77,696	72,375	24,967
1859	9,55,709	5,29,256	8,72,818	3,63,299
1864	35,45,537	10,30,979	31,16,458	9,1[illegible],229
1869	47,31,720	40,37,106	60,6[illegible],489	12,6[illegible],030
1874	1,16,67,927	58,33,619	74,9[illegible],045	2[illegible],[illegible]9,740
1879	1,55,22,196	74,8[illegible],4[illegible]8	94,26,119	27,01,133
1884	2,05,57,414	1,13,86,792	1,30,82,109	46,6[illegible],518
1889	2,21,51,1[illegible]0	1,19,[illegible]0,104	1,49,17,[illegible]23	6[illegible],39,339
1894	2,30,75,59[illegible]	1,27,9[illegible],941	1,31,98,703	35,86,999
1899	2,9[illegible],9[illegible],367	1,02,46,948	1,55,17,053	56,97,218
1891	2,89,30,34[illegible]	1,71,56,07[illegible]	1,63,15,993	62,61,170

In the year ending March, 1902, the total earnings were during the first half year Rs. 2,48,54,013, the total working expenses, Rs. 1,02,21,187, and the net earnings Rs. 1,46,32,826. In the second half year the total earnings were Rs. 1,69,61,396, the total working expenses Rs. 98,63,714, and the net earnings Rs. 70,97,682. The total earnings for the year were thus Rs. 2,17,30,508. The year 1891 as has already been mentioned was in many ways unique. The highest tonnage of up traffic only, dealt within one day, amounted to 11,260 tons no less than 1,108 wagons having been received and unloaded on that day. The following are the averages per day including Sundays and Holidays for each month in the first half of the year 1891 :—

January	3,700 Tons,
February	4,094 "
March	5,805 "
April	7,189 "
May	7,733 "
June	5,248 "

NOTABLE NAMES.

Great was the efficiency secured by the G. I. P. Railway under the company's management, and it is worth while recalling the names of the able men who by their devoted service, skill, and experience brought the line to its present proud position. Between 1850 and 1864 the following gentlemen served upon the committee of directors in Bombay, the committee being abolished in the latter year :—Mr. Malet, Secretary to Government; Lieut.-Col. P. M. Melville, Secretary to Government; Major J. Swanson, Presidency Paymaster; Mr. Cursetjee Jamsetjee Jejeebhoy, Mr. Jogonnath Sankersett; Mr. I. S. Cowie, of Messrs Remington and Co.; Captain H. J. Barr, Presidency Paymaster; Mr J. R. Hadow, of Messrs Remington and Co; Mr Robert Ryrie; of Messrs Ewart Latham and Co.; Mr. H. D. Cartwright, of Messrs Leckie and Co.; Mr. John Lownde; Legal Remembrancer; Mr. William Steven, of Messrs. Forbes and Co.; Mr. J. P. Bickersteth, of Messrs. Bikersteth and Cleveland, solicitors; Mr. Rustomjee Jamsetjee, merchant; Mr. Michael Scott, of Messrs Ritchie Stewart and Co.; Sir Jamsetjee Jejeebhoy Bart, and Mr. George Taylor Master in Equity, Supreme Court. The names of the Directors in London from the commencement of the line up to 1900 are as follows :—

Rt. Hon. Lord Warncliffe, Chairman from April 1850-1856, W. J. Hamilton, Second Chairman 1856-1867, Frederick Ayrton, John Griffith Frith, W. R. Kennard, William Nicol, Third Chairman 1867, Cornelius Nicholson, Supdtg. Director from April, 1850; Melvil Wilson; Acton S. Ayrton, formerly Secretary to the Bombay Provisional Committee; L. R. Reid, Sir J. C. Melvill, T. S. Cowie, formerly a Director in Bombay, Sir Ju'land Danvers, Ex-officio Government Director: Major General J. Swanson, formerly a Director in Bombay, Sir Jamsetjee Jejeebhoy, formerly a Director in Bombay; Colonel James Holland, Fifth Chairman from 1870-1888; Hugh C. E. Childers, Fourth Chairman from 1867-1870; T. R. Watt, Managing Director, 1867-1888, Sixth Chairman, 1888-1894; H. W. Blake, S. S. Dickenson, formerly a member of the Bombay Provisional Committee; Lord W. M. Hay; G Sclater Booth, David Cowie W. B. Tristram, Alex. H. Campbell, Sir Andrew R. Scoble, 7th Chairman, 1894, to date; Francis S. Chapman, Major-General H. Rivers, formerly Agent in Bombay; Charles Peile, Lt.-General Sir H. D. Daly, Francis R. S. Wyllie, Lionel R. Ashburner, Lt-General E. C. G. Williams, Ex-officio Government Director; Colonel F. Firebrace, Managing Director from 1894; Col. Sir William S. S. Bisset, Ex-officio Government Director.

Among the chief officers of the old company, whose work remains to this day, some of whom are now dead and gone but whose names are revered even by the younger generations who have succeeded them as those of men who deserve to be admired for their ingenuity and skill, may be mentioned the following :—

Agents: Captain Sherard Osborn, R.N., appointed 30th March, 1865; General Rivers, 28th November, 1866; Walter Knox, 13th August, 1868; H. P. LeMesurier, 20th December, 1869; G. A. Barnett, 12th February, 1877.

Accountants and Auditors: W. Langdon, appointed about 1854; J. Gordon, about 1857; G A. Barnett, 27th January, 1861; W. Allingham, 1st January 1878; E. V. Jordan, 1st July, 1881; S. Gore Browne, 17th January, 1889.

Chief Engineers: J. J. Berkley, appointed 14th November, 1849; R. W. Graham, 19th September, 1862; J. R. Rushton, 10th August, 1865; H. P. Le Mesurier, for S.-E. Line only, 24th July, 1868; R. M. Brereton, for N. E. Line only, July, 1868; J. H. Abbott, for N.-E. Line only, September, 1870; J. R. Manning, 8th January, 1872; Wilson Bell, 24th April, 1874, Henry Wenden, 7th December 1888.

General Traffic Managers: David Roche, appointed 29th December 1851; W. Cooper, 2nd May, 1855; J. Broughton, 4th January 1864; E. W. Keily, 4th April 1866; Walter Knox, February, 1867; Henry Conder, 22nd March 1869; A. Muirhead, 29th October 1897.

Locomotive Superintendents: John Kershaw, appointed 4th June, 1855; Frank Cortazzi, 14th November, 1860; S. Glover, February, 1866; W. Charlton, January, 1868; C. W. Hawkins, 22nd May, 1869; S. Jackson, August, 1876; R. L. Trevithick, October, 1891.

Storekeepers: Wm. Walker, appointed November 1849; D. Cruickshank, August 1865; C. C. Downes, December, 1866; Warden Morice, 4th December, 1869; Alfred King, 1st January, 1873; G. R. Webb, 1st May, 1898.

Mr. Robert Stephenson, of world-wide renown, was the first among the company's Consulting Engineers in London. It is said to have been mainly upon his representations that the Government resolved to take the bold step of introducing railways into India; and he rendered the Company invaluable assistance until his death in 1859. His successor was Mr. George (afterwards Sir George) Berkley, Mr. James Berkley's brother, who had previously been his assistant, and who held office till his death in December, 1893. He was succeded by Sir George Bruce, who was with the company till the termination of the contract.

OFFICERS AND EMPLOYES.

Many notable names are to be found among the chief superintending staff in India; but the three gentlemen upon whom much of the preliminary work fell before the company was incorporated, were Mr John Chapman, to whom it might be said the G. I. P. Railway owed its existence The company was originally projected by him, and he carried out all preliminary investigations both in London and in India. It was the intention of the Directors to appoint him as the first manager, but the London Board were unable to come to terms with him in the matter. The two engineers, upon whose surveys of the country, up to and beyond the Ghauts, the company founded their expectations of a remunerative line of railway into the Deccan and Khandesh, were Mr. G. T. Clark and Mr. Henry Conybeare, whose names are aptly coupled with that of Mr. Chapman.

The number of men who were employed by the company, according to the latest returns, was very large as the following table will show :—

	Europeans.	Natives.	Total
Engineering Department	60	20,551	20,611
Locomotive do	322	12,595	12,917
Traffic do	243	7,098	7,941
Agency, Audit, Stores, Medical, &c.	63	1,029	1,092
Total	688	41,873	42,561

The monthly wages of the men amounted to about Rs. 7,65,000—apparently a very large sum, and yet it was a low average daily wage, being little over nine annas per day for each man, including all classes. The policy of the company had been for many years to employ the best men in all departments of the service, and a larger proportion of Europeans had thus to be maintained. The work done by the staff in times of extraordinary pressure or difficulty was therefore excellent; and the heavy disbursements of salary were well repaid by the convenience and sense of security enjoyed by the passengers, and also by the immunity realised by the company in regard to accidents. During the last few years, however, the line being about to pass into the hands of the State, the number of Europeans had been somewhat reduced by the filling up vacancies as they occurred with selected men from the native staff. This was rendered necessary on the score of economy, which had to be studied, as competition with other lines became keener.

ROYAL BOMBAY YACHT CLUB.

The following Races will be held on Saturday, the races for Yachts and Tomtits terminating at Hog Island :—

Yachts H'Cap race in Cruising trim and towing dinghies. Start with H'Cap allowances in hand.

1st Yacht to start at 3 p.m. Course No. 16=10·5 miles.

Tomtit Class Race.—Start at 2-45 p.m. Course No. 15=9·4 miles.

Ship's Boats (Fancy Rig) Race.—Start at 2-30 p.m. Course No. 5=7·6 miles.

Entries for all the above races will be closed at noon on Friday 17th instant.

In bygone years it was the custom to post up in the hotels at which the Irish Lord Lieutenants stayed between Holyhead and London their coats-of-arms. That of Lord Dudley, with a note that he had for the first time in Viceregal history travelled from Holyhead in a motor-car, would be regarded with much interest years hence.

Yet another railway collecting dog. "Nell," a bright looking, alert Airedale terrier, eighteen months' old, was installed as collector for the Widows and Orphans' Fund of the Great Western, at the parcels receiving office of the company at Charing Cross a week ago. She is equipped with a handsome collar, box, and inscription, and her "takings" have been encouraging so far.

Valuable Discovery for the Hair.—If your hair is turning grey or white or falling off use "The Mexican Hair Renewer," for it "will positively restore in every case grey or white hair" to its original colour, without leaving the disagreeable smell of most "Restorers." It makes the hair charmingly beautiful, as well as promoting the growth of the hair on bald spots, where the glands are not decayed. Ask your Chemist for "The Mexican Hair Renewer" sold by Chemists and Perfumers everywhere. Wholesale Depot, 23, Farringdon Road, London England.

BOMBAY STANDING COMMITTEE.

A meeting of the Standing Committee of the Bombay Corporation was held yesterday afternoon in the Municipal Council Hall, Dr. A. G. Viegas presiding. There were present: Mr. T. W. Cuffe, Mr. James Macdonald, Mr. H. G. Gell, the Hon. Sir Bhalchandra Krishna, the Hon. Mr. Ibrahim Rahimtoola, Dr. K. E. Dadachanjee, Mr. Munmohandas Ramjee, Dr. N. N. Katrak, Mr. Vithaldas Damoder, Mr. S. D. Khote, Mr. Fazulbhoy Visram, the Municipal Commissioner Mr. W. L. Harvey and the Secretary Mr. M. N. Wadia.

"PAGDI" SYSTEM.

Consideration was given to a letter from the Commissioner requesting the decision of the Committee as to whether the "Pagdi" system should be continued in certain stalls and shops in the Arthur Crawford Markets. The Commissioner in his letter stated that his "Locum tenens," Mr. Sheppard, while reporting to the Corporation on the question of the prevalence of the "Pagdi" system in Municipal Markets, had stated in his letter, of 19th July 1902, that this practice had been put a stop to in the case of 23 shops and that in the case of four stalls of the A. C. Fruit and Vegetable Market it had been allowed to continue. He had also at the same time submitted to the Corporation the papers relating to the case of outside shop No. 10 of the same Market. The matter was referred to a sub-committee for consideration and report.

FIRE RESCUE LADDERS.

With reference to a resolution passed by the Committee on the 29th December last, the Commissioner forwarded a letter in which he stated :—

I have discussed the matter with the Chief of the Fire Brigade and Mr. Hewett, the Assistant Executive Engineer, Mechanical Branch, and am of opinion that, without a change in the method of traction, it will not be possible to effect any improvement in the matter of taking fire rescue ladders more expeditiously to the scenes of fires. If tenders drawn by horses are to be used, there will be a very considerable extra expense in respect of quarters, horses, and establishment, and the Assistant Executive Engineer Mechanical Branch, is inclined to think that time has come when motor vehicles can be employed for this purpose. The Chief of the Fire Brigade, however, prefers to have tenders drawn by horses and would like to have for trial a Chemical Engine fitted with a 70 feet ladder and tender. The price of the fire rescue-ladder quoted by Messrs. Merryweather and Sons is £135 (Rs.2,025,) F. O. B., London, and that of the Chemical Fire Engine is £450 (Rs. 6,750) or £490 (Rs 7,350) if the engine is fitted with rubber tyre wheels, F. O. B., London. To these prices the freight to Bombay, landing charges, &c., will have to be added.

The Hon. Mr. Ibrahim Rahimtoola observed that after a considerable delay all that they had been asked to do was to make experiment, on the lines suggested by their experienced officer Mr. Nichols. He (Mr. Ibrahim) thought that if they wished to effect any improvement in the present system of carrying ladders to fires, there should be no delay in giving the experiment a trial, which if found successful, other engines would be purchased.

Mr. Cuffe considered it would be criminal on the part of the Municipality, if it neglected to provide proper appliances that would be necessary to save lives on the occasions of big fires such as they had had not long ago in Shamsett Street.

The Hon. Sir Bhalchundra Krishna considered that as there was a diversity of opinion and as the matter was very important, it should be referred to a sub-committee for consideration and report.

After some further discussion it was resolved to sanction the purchase of a mechanical engine fitted with a seventy feet ladder and tender at the price stated by the Commissioner in his letter.

MUNICIPAL EMPLOYES ON PLAGUE DUTY.

QUESTION OF PENSION.

The Committee considered a letter from the Commissioner, submitting remarks, with reference to their resolution dated the 20th August 1902, on the question whether service rendered by Municipal employes in the Plague Department could be treated for purposes of pension and leave, as Municipal Service. The Commissioner in his letter stated :—

The following classes of employes are not included in the list :—(1) Those holding appointments created for plague work prior to the organization or during the continuance of the Plague Committee which were either duly confirmed from time to time by the Standing Committee and the Corporation or received the approval of the Commissioner. (2) Municipal employes whose services were placed at the disposal of the Plague Department and who drew their pay from revenue sources as no acting arrangements were made. (3) Municipal employes transferred to the Plague Department who have left the service or have since died or retired. As regards the general question whether service rendered by Municipal employes in the Plague Department be treated for the purposes of pension and leave as Municipal service under the Municipal Pension and Leave Rules, I have the honour to state that the Plague Committee and the Special Plague Department created before the establishment and since the dissolution of the Plague Committee worked on behalf of the Corporation, who from time to time sanctioned funds for plague purposes out of which the employes were and are paid. Persons temporarily employed are treated in regard to leave in accordance with the leave rules applicable to them as they are paid out of Municipal funds. They do not in accordance with rule 2 of the Municipal Pension, &c., Regulations, contribute to pension. The status of employes who held or hold substantive appointments cannot. I consider, be changed by any order giving the executive control of plague measures to a Plague Committee or the Commissioner, the persons are still in Municipal employ and are paid out of Municipal funds, and as such are entitled to contribute towards pension and to be admitted to the benefit of such leave as is admissible under the rules. The only employe deputed to work for outside employes whose case has to be considered is that of Dr. K. B. Shroff, Deputy Health Officer, who is now acting as Superintendent of Licenses. He was deputed by the Plague Committee to Cutch Mandvi on plague duty. Dr. Shroff contributed to Municipal Pension Fund for the whole period he was on this outside plague duty except for the first nine days of July 1897. This was an oversight. His deputation to Cutch Mandvi will be treated as leave without allowances and the pension contribution recovered from him refunded as the service rendered to the Cutch State was not Municipal Service.

The Committee resolved to accept the Commissioner's recommendation.

BOMBAY WATER SUPPLY.

The following report made by Dr. C. H. Cayley, Divisional Health Officer, No. 1 Division, regarding the Bombay water supply for the month of march last :—There was an increase of vegetable organic matter in all the waters, and the determinations for the albuminoid ammonia were higher than in the preceding month. The sample of water from the Tansa Lake contained a quantity of vegetable debris, and the albuminoid ammonia amounted to ·164 parts per million, the highest that has been noted for the Tansa water. The sample of Tansa water taken from the 48" main at Chinchphokli showed only 068 parts of albuminoid ammonia per million, and contained practically no vegetable debris. Numbers of algæ were present in the water of the Vehar Lake, and this water contained more albuminoid ammonia than the Tulsi water. The condition of the Tulsi water, although worse than it was last month, is markedly better than it was in the corresponding period in the preceding years."

After transacting some other business the Committee adjourned.

THE CITY MORTALITY.

The Municipal Office returns for the twenty-four hours ending at 6 a.m. yesterday give the following results :—

Wards.	Plague. Attacks.	Plague. Deaths.	Deaths from all Causes.
A Upper, Middle and Lower Colaba, Fort Northern, Fort Southern and Esplanade	10	11	16
B Mandvi, Chukla, Umarkhadi and Dongri	16	15	37
C Market, Dhobi Talao, Fanaswady Bhuleshwar, Kharatalao and Khumbharwada	37	29	54
D Khetwady, Girgaum, Chowpatty, Walkeshwar and Mahalakshmi	20	14	24
E Mazagon, Tarwady, 2nd Nagpada, Kamathipura, Tardeo, Byculla and 1st Nagpada	61	54	72
F Parel, Sewri and Sion	33	23	41
G Mahim and Worli	39	30	36
Water Division	0	0	0
Non-Resident and Unknown	0	0	0
Hospitals	0	17	27
Total	216	203	307
Total plague deaths to date	256,515	116,536	
Same date last year	106	110	195

PUBLIC COMPANY MEETINGS.

THE BOMBAY TELEPHONE COMPANY, LIMITED.

The twenty-first annual general meeting of the shareholders of this company was held yesterday afternoon at the registered office of the company, No. 32, Elphinstone Circle, Fort, Bombay, Mr. Fazulbhoy Visram presiding.

The directors' report stated:—"The net result for the year shows a profit of Rs. 1,12,600-12-4 including Rs. 2,295-8-11 brought forward from last year. Out of this available balance your directors proposed to pay a dividend of Rs. 1-8 per share equal to six per cent, which will absorb Rs. 50,362-8-0, to transfer Rs. 60,000 to depreciation account and to carry forward the balance of Rs. 2,238-4-4. Your directors have pleasure in calling attention to the satisfactory progress, which has been made during the year. There was a net gain of 84 new subscribers in Bombay, 1 in Ahmedabad and a loss of 5 in Karachi making a total net gain of 80 subscribers during the year, yielding a revenue of Rs. 9,115-0-0, and on the 31st December 1902 there were 1,175 exchange and private lines at work in Bombay, Karachi and Ahmedabad with a total gross revenue of Rs. 1,95,949-0-0. A statement is appended giving an abstract of the yearly accounts and showing the progress made by the company since 1895. Your directors regret to report that damage to the extent of Rs. 5,000 was done to the company's construction at Karachi by the cyclones which visited that port last monsoon. The introduction of electrical traction into Bombay will probably necessitate extensive alterations to the company's system. On Mr. P. Benn's departure for Europe in June last, Mr. John R. Greaves was appointed to act for him. Mr. J. R. Greaves resigned his seat at the board on leaving for Europe this month. Mr. F. C. Macrae and Mr. John Stiven retire by rotation under clause 91 of the articles of association but are eligible for re-election."

The directors' report together with the audited balance sheet were adopted, and resolutions were passed giving effect to the recommendations made by the directors in their report. Thanks to the chairman terminated the proceedings.

HARVEY AND SABAPATHY COMPANY, LIMITED.

An extraordinary general meeting of the shareholders of this company was held yesterday afternoon at the registered office of the company, Bruce Lane, Fort, Bombay, Mr. H. Gell presiding. It was resolved to amend the article 128 of the articles of the association of the company by striking out the words "at present" after the words "the partners who," and by substituting there for the words "on the 16th day of May 1903," and by striking out the word "hereafter" after the words "or who may," and by substituting therefor the word "thereafter" and by inserting after the words "Messrs Narayan Dhonduba and Co., shall be the Secretaries and Agents of the company," the words "for the period of 25 years from the 16th of May 1903."

THE CURRIMBHOY MILLS COMPANY, LIMITED.

The fourteenth annual ordinary general meeting of the shareholders of this company was held yesterday afternoon at the registered office of the company No. 13, Esplanade Road, Fort, Bombay, Mr. Sassoon J. David presiding. The directors, report stated that during the year under report the company had made a net profit of Rs. 51,872-1-7 including the balance of Rs. 560-15-11 brought forward which the directors recommended to dispose of as follows:—Dividend at the rate of Rs. 20 per share (free of income tax), Rs. 16,000; depreciation account Rs. 25,000; towards debenture charges, Rs. 6,341; to carry forward Rs. 1,531-1-7.

The directors' report audited balance sheet and profit and loss account were received and adopted. A dividend of Rs. 20 per share, free of income tax, was declared. Messrs Sassoon J. David and Mahomedbhoy Currimbhoy were re-elected directors and Messrs. N. S. Jamsetjee and J. D. Wadia were appointed auditors for the current year. Thanks to the chairman terminated the proceedings.

HIGH COURT.—APRIL 16.

Before the Hon'ble Mr. Justice B. TYABJI.

After Criminal reference full bench for an exparte decree.

316-02—Captain and V—Allibhoy Dossaji Rangwalla vs Noorbhoy Mahomed and others—Payne G S and N.

Commercial cause for the trial of decree.

Suits for hearing and final disposal.

Long Causes.

325-02—F P Pavri—Mahomed Hoosum Bin Shaik Ahamed Makba vs Mahomed Ismail Makba and others. Part heard.
139-02—Little and Co—Chatoorbhuj Morarjee and others vs Jairam Giga—Ardeshir H D and Co. Part heard.—For postponement.
614-02—Bicknell M and M—Paul Brier and another vs Chotalal Jamnadas—K D Shroff.
46-03—Crawford B and Co—Peter Harower vs Ernest Gladwin Damdun—Nanoo and V—Disposed.

Long Causes.

80-01—Smetham B and N—Bhowram Raghoba and others vs Narayen Bhowram Deshmook and anothers—Bicknell M and M.
607-00—Bhaishanker K and G—The Ahmedabad Advance S and W Co. Ld vs Luxmishanker Devshanker and another—K B Mehta.
270-01—Ardeshir H D and Co Harichand Sunderlal vs Goswami Shri Nursinglalee Mansuklal J and S
40-02—Tyabjee D and Co—Tarachund Lukmandas vs Jamnadas Hurdayal and others—Payne G S and M.
796-01—Little and Co Perozsha Rustomjee Khamballa vs Dhunjeeshaw S rostwalla Jamsetjee and H
389-90—Mantri B and B Wass Petrk vs Satya Ahamabai widow Captain V.
19-01—Matubhai J and M K Nonsey vs A M Nonsey and others Payne G S and others.
210-02—Madhowji V Harilal Jamnadas and others vs Hargovandas Juggivandas and others Matubhai J and M
490-01—Wadia and G—Hirjee Bhograj vs Rowjee Rughunath and others—M B and Nadirshaw.
626-02—Rustomjee P Mehta—Gunput Gyanoo vs Bhimjee Radhajee alias Amirbux—D H Romer.
455-01—J P Dastoor (a pauper)—Peerajì Shewba vs Luxman Hibati.
44-02—Matoobhoy J and M—Bugwandas Jamnadas vs The Tapidas Varajdas Spg Mg Mills Co. Ld—In person.

Before the Hon. Mr. Justice RUSSELL.

After Criminal Reference Full Bench.

For Exparte Decree.

757-02—Thakordas and Co—The Advocate General vs Khan Saheb David Solomon—Payne and Co.

Suits for hearing and final Disposal.

Testamentary Suit,

8-03—Mansukhlal J and H—Bai Gangabai widow and others vs Bhagwandas Waljee—Dikshit and D.—Part heard.

Before the Hon Mr Justice BATTY.

After Criminal Reference Full Bench.

For Dismissal.

253-01—Little and Co—John James Marsland and others vs S B Fraiser and others—Payne and Co.

For further directions as to costs.

85-00—R P Mehta—Nanoobai vs Banabai widow and others—Bicknell and G N.

Suits for hearing and final disposal.

Short Causes.

66-03—Sorabjee and J—Soonabai vs Cooverjee Nusserwanjee Dossabhoy.
95-03—Little and Co—Chatoobhooj Morarji and Co vs Dhanoobai widow and others—Balkrishna V N K.
135-03—Captain and V—Tookaram Malharao vs Gordhandas—Mansookhlal J and H.
531-02—B Ragvaya Babaji Sadashiv vs Gunpatrao Krishnaji Kanga and Patel.
149-03—In person—Sha Gabroochan Hiroochan vs Sha Mansookhlal Jamnadas.
161-03—Payne G S and M—Jamshedji Edulji Chinoy vs Mahomed Hoosein Peerbhoy and others.
170-03—Payne and Co—Haji Jackeria Haji Ahmed Patell vs Zalukhabai and others—Little and Co, Ardeshir H D and Co.
664-02—Bicknell M and M—Charles Heniger vs Samuel Laver.
351-02—Payne and Co—Trikamdas Thakordas and another vs Suttomull Kurnmull and others.
611-02—Thakordas and Co—Ismailbhoy Peerbhoy Damjee vs Bai Sontai widow—Payne and Co.
617-02—Payne and Co—Kika Khoosal and another vs Maneckchund Girdhar and others—Mansookhlal H and M. In person.
112-03—Mansuklal J and H—Liladhar Kudwa vs Dhirajram Shaheb Acharia.
114-03—Matoobhoy J and M—Padamsey Vithaldas vs Ahmed Miya Hajee Mahomed and others.
124-03—Ardeshir H D and Co—Ookerjee Cowasjee Oomrigar vs Messrs D Borrie and Co.
146-03—Payne and Co—Mariambai widow and another vs A J D Souza.
176-03—Ardeshir H D and Co—Bai Veerbaijee widow vs Esmail Mahomed and another.
182-03—S B Noble—Haji Mahomed Abba vs Miya Mathoobhoy Bapoobhoy—Thakordas and Co.
184-03—Pestonjee R and K—Dinbai vs Kaikhsaroo M Hiramaneck.
188-03—Payne and Co—Framji Dorabji vs Mirza Alli Mirza Mahomed and others—Tyabjee D and Co.
189-03—Mulla and M—Ruttonsey Poonsey vs Ladha Dewji.

For Investigation of pauperism.

50-02—In person—Marinbai widow vs Yemmabai widow.
5-03—In person—Sha Bhoorchand Sewjee vs Dalshukh Goolabchand and others—Ardeshir H D and Co.

Undefended New Long Cause.

67-03—Payne and Co—Ranchordas Trikamdas vs Soonderdas Kursondas and another.

THE Commonwealth Council of the State Rifle Associations of Australia is raising £2,000 to send a team to Bisley. A large proportion of the sum required has been subscribed or promised, and it is anticipated that there will be no difficulty in raising the balance.

THE WIDER WICKET.

FIRST AND SECOND CLASS CRICKET.

(BY W. J. FORD.)

THIS question has now reached a second stage the suggestion of the added inch having been formerly adopted by the Committee of the M. C. C., with the result that it will be laid before the club as a body at the general meeting held annually in May. To become law, the proposal requires a majority of two-thirds of the members present, i.e., 84 per cent. must vote for the new measure; if only 83 per cent. poll in its favour, it will be lost by two-thirds of a vote. Whether the alteration is to become law or not, we shall know in due course, but there is one point to be considered—that is, whether the wickets are to be widened for all cricket, or for first-class cricket only, or as a compromise, whether it be left open to second-class and other clubs to announce at the beginning of the season whether they propose to play with the broad wicket or the narrow. The various "Leagues" would, of course, decide en bloc if the question is left open by the wording of the M.C.C.'s resolution, but it would be hard to enforce this law on minor cricket—village cricket, for instance, in which the bowling is generally superior to the batting, and more often than not is greatly assisted by the roughish grounds. On the other hand, it would naturally be regarded as anomalous if different codes of the same game prevailed at Lord's and at Little Peddlington, on whose village green many a match is finished, one innings for each side between 2-30 and 6-30 p. m.

If the dimensions of the wicket really need alteration—"Don't alter and spoil the good old game," is, I hear, Thoms's dictum on the subject, and it should be heard with much respect—probably a wider wicket is more desirable than a higher one. No better proof of this can be adduced than that it was a wicket-keeper, M. G. MacGregor of Middlesex and Cambridge, who brought forward the original proposition, at least so I am informed. No one knows so well as does the wicket-keeper in what respect the bowler is just failing to get wickets, so that the extra inch of width suggested is more likely, we may assume, to aid the bowler, in the good judge's opinion, than would two inches of extra height, the latter remedy, by the way, might tempt the fast bowlers to pitch short, in the hope of skimming off an occasional ball, while the inch of width, adding as it does to the possibilites of l.b.w., may encourage them to bowl on the wicket instead of persisting in the monotonous off theory, the bowlers bowling wide and the batsmen refusing to play at such balls. While mentioning the matter of l. b. w. one may remark parenthetically that the amendment which so nearly became law has quite failed to satisfy the official of the second-class counties' in whose competition it was tried last year and did not find favour at Lord's in the first-class M. C. C. matches. We had, perhaps, a lucky escape when the majority was not large enough to carry the amendment, which will now be shelved altogether, I imagine, as the wider wicket would certainly increase the striker's difficulties in that direction. Whether it will shorten innings to any large extent may be regarded as doubtful. Similar experiments—"Ward's Folly," for example—have been tried before and have failed; but one match is not a sufficient test; if some of our crack players would try the altered wickets at the nets, batsmen and bowlers alike, and would send their opinions to the meeting at which the matter is to be decided, those opinions would be a really valuable guide. One thing I do dread—i. e., the increased spread of a growing nuisance, slow play; with more wicket to defend, defence may well be further overdone, when dreariness will reign supreme.

The trade question deserves a note. I was talking to one of our largest manufacturers of cricket wares the other day, and was told by him that he had 20,000 sets of stumps in stock, all of which would be useless if the new size was adopted generally. This means a loss of a very large sum, and other makers all over England would suffer similarly, a matter that should not be lightly overlooked, even if the consideration of the maker's pockets were only regarded to the extent of deferring the proposed alteration to 1904 or even 1905. unless first-class cricket alone is to be affected, for which procedure and against which procedure there is not a little to be said, as already hinted. I am not yet clear whether, on the whole, Thoms's stubborn conservatism is not the true and the best policy. Certainly it would be wise to experiment freely (and this might be done at the nets) before the final decision is made,—"Globe,"

A LADY DOCTOR'S HORRIBLE EXPERIENCE.

THE Paris correspondent of the "Daily Mail," relating that Madame Azema, L. Sc., a lady doctor, has been awarded £8 damages as the result of a terrifying experience which was recounted in the Civil Court of the Seine, describes the circumstances. It seems that, hurriedly entering a private hotel late at night in the Rue Greuze with the object of visiting a friend, Madame Azema in the semi-darkness stepped into the well of the lift and closed the door behind her, thinking it was a door leading to the staircase. Too late she discovered her mistake, and perceived the lift slowly descending upon her head. She screamed as loud as her terror would permit, but help seemed impossible, and the horrified woman sank on to her knees awaiting death. Relentlessly the lift descended, when just as Madame Azema's fate appeared to be sealed the concierge, hearing her screams, rushed out, stopped the lift and rescued the fainting woman. The Court found that the responsibility was divided and awarded the damages to Madame Azema for 'shock to the emotions."

RIVAL PARISIAN DRESSMAKERS AT LAW.

A CASE showing the competition which prevails in the dress-making business has been heard before the fifth civil court in Paris. A fashionable dressmaker, who paid his head saleswoman 12,000fr. a year, was surpised recently by her sudden resignation. He soon learnt that she had accepted a post at a rival establishment at 14,000fr. a year, and had signed a contract to pay a forfeit of 10,000fr. if she broke the engagement. The dressmaker thought it over, and offered his saleswoman 18,000fr. a year to stay with him, and he also undertook to pay the forfeit. These terms were accepted. His rival thereupon brought an action against him for unfair competition basing the charge on the fact that the other dressmaker had deprived him of the woman's services not merely by offering a greater salary, but by the agreement to pay the forfeit. This the court admitted was unfair, and awarded him 10,500fr. damages in addition to the forfeit.—"Dalziel."

DRIVEN MAD BY SPIRITUALISM.

THE study of Spiritualism has led to deplorable consequences in the case of a gardener named Claude Jacquet, employed by a gentleman living in the Rue la Bruyere, Paris. Hearing shrieks for help from his youngest son, the gentleman ran into the garden and found Jacquet about to hang the lad to a tree. The rope was already fastened to a branch and the man was trying to fasten the noose round the boy's neck. It was the work of a moment to rescue the lad from the gardener, who made no resistance, but remarked "All right, it does not matter. The end of the world will come in five minutes. I throught I had better hang the boy to save him future misery. The spirits warned me last night of what was coming." The man, who was an ardent believer in Spiritualism, was evidently mad, and the police on being sent for removed him to the depot infirmary.

DR. FORBES WINSLOW emphatically denies the story that Klosowski is really "Jack the Ripper." The doctor adds that the Whitechapel murderer was a religious maniac who died in Broadmoor, after having been in the habit of attending service at St. Paul's Cathedral every Sunday.

ACCORDING to a report from Germany, the attack of measles from which both the Crown Prince and Prince Eitel Friedrich are now suffering in Egypt, is directly due to what might be called the carelessness of a fellow-student at Bonn. This irresponsible youth came straight from the sick bed of his sister, who was suffering from measles, to one of the last "Kommers" (students' functions) attended by the Princes at the Bonn University, without even having taken the precaution to change his clothes! As a natural sequel, not only the German Heir Apparent and his brother, but six other students at Bonn, are down with the complaint.

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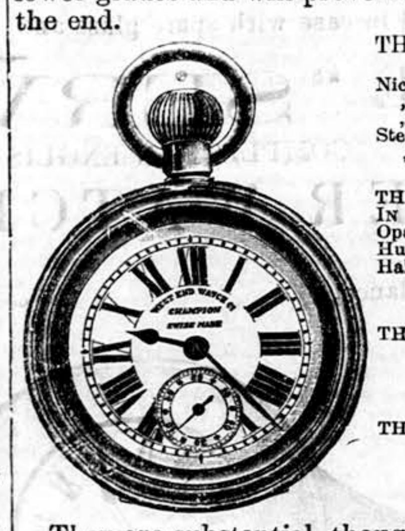

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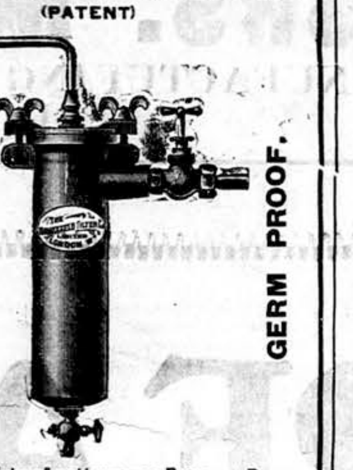
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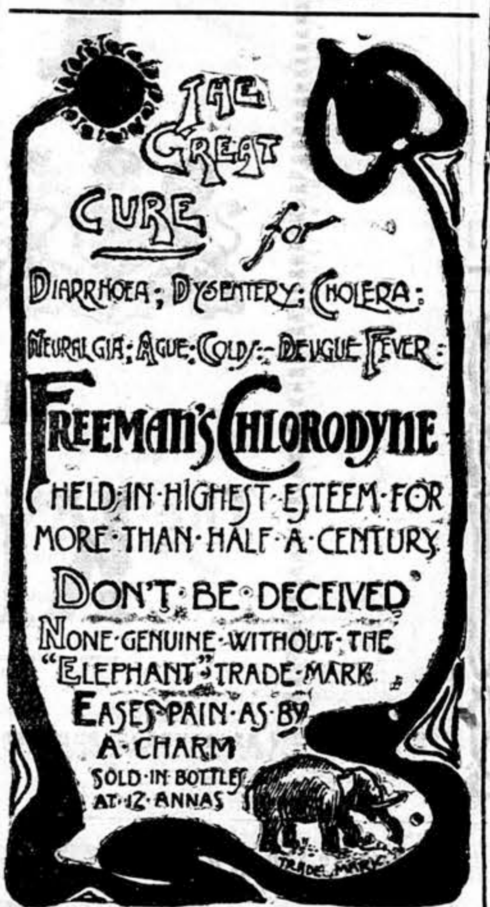
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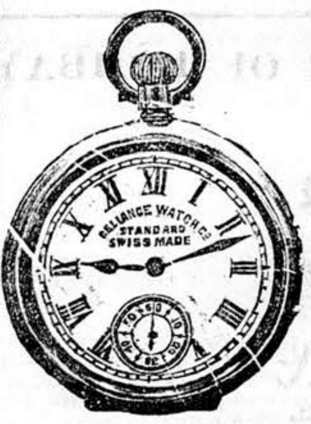
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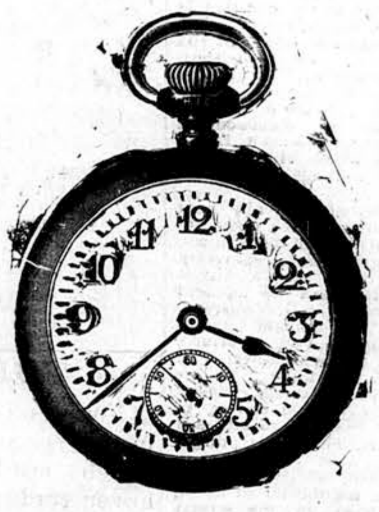

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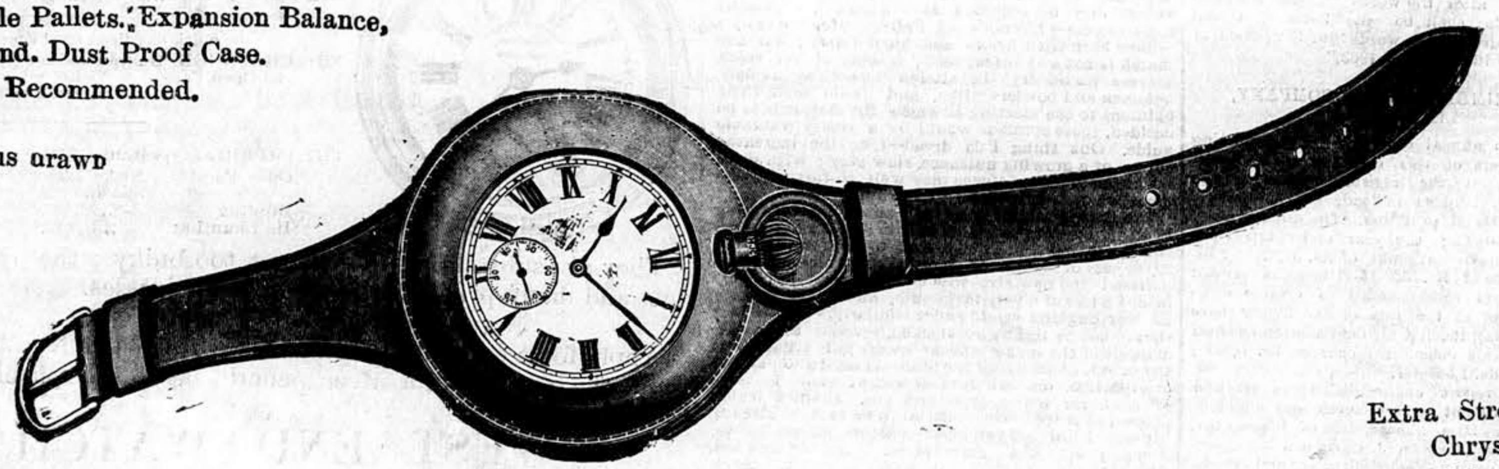

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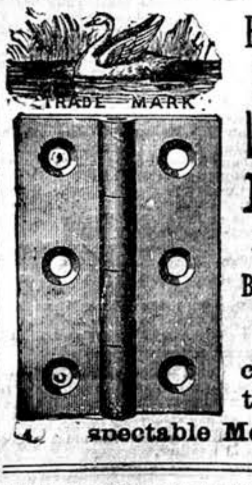

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